NOVEMBER 27, 1953

The Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION

WITH A MEMBERSHIP OF 1,300,000 the Automobile Association of Great Britain is the world's largest motoring organisation. It is fast expanding. Nearly a million new members have joined since the war; striking proof of the valuable service given to motorists by this famous body. One well-known aspect of the service is the work of the AA patrols—men specially trained in resource, enterprise and improvisation. On virtually every main road in the British Isles their help and courtesy can be depended upon.

• *This advertisement is one of a series featuring the world's leading motoring organisations.*

A40 SOMERSET

Sleek family saloon with record-breaking 42 b.h.p. O.H.V. engine. Whips up to 30 m.p.h. in only 7 secs. Superb, smooth-riding comfort for four or five people.

PRICE £449 plus £188.4.2d. purchase tax.

Motorists who want quality say . . .

AUSTIN—that's my car!

THE BRITISH MOTOR CORPORATION LTD BMC

A Kodachrome photograph

A fine city, NORWICH

In the 12th century the great Norman Keep at Norwich was built of stone so white that it was known as Castle Blanchflower. First as a fortress, and later as a prison, the castle must have worn a stern aspect to the citizens of yesterday. But in more recent times it has become a veritable treasure house, having been converted into a museum which, with its art galleries, now ranks among the finest in Britain.

Happily the days when Norwich folk were forced to protect themselves from their neighbours by castles and walls are gone, but the need for protection from the financial uncertainties of this modern age is ever with us. The Norwich Union Insurance Societies, with their varied policies to meet such hazards, are proud to offer these services to the people of seventy countries.

NORWICH UNION

INSURANCE SOCIETIES, NORWICH

Branches and Agencies throughout the World

this is the sign

Photo: Avro Films Ltd.

OF TECALEMIT SPECIALISED MAINTENANCE SERVICE

OFFICIAL TECALEMIT SERVICE

The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

Any Garage displaying this sign has the equipment and the specially trained staff to give your car the Tecalemit Specialised Maintenance Service. It's a sign well worth looking for, going out of your way for, if necessary. It means the job will be carefully and thoroughly done; so much so that a sudden breakdown due to minor faults will then be a thing of the past. The service won't cost you much either !

THE AUTHORITY ON LUBRICATION
OFFICIAL TECALEMIT SERVICE
PLYMOUTH ENGLAND

5433

Regency

Actual photograph

Regency—

The *first* name in Car Seat Covers

Plain Colour Melton Cloths, Tygan Plastic Check Weaves, Authentic Scottish Tartans, Heavy-weight or Medium-weight Bedford Cords, Nylon and the new wonder material—"Regentex"—all attractively piped in contrast colours.

Obtainable through good garages—anywhere.

The name Regency is registered—do not accept substitutes.

"Regency Covers your car seats better"

Post this COUPON for Prices & Patterns

Name _____

Address _____

Make _____ Model _____ Year _____

REGENCY COVERS LIMITED A

149, Great Portland Street, London, W.1. Telephones: LANgham 9001.

Factories at Tottenham and Norwich.

62,000 MILES ON A SET OF CORDS

AND STILL USING HARDLY ANY OIL

At 34,000 miles oil consumption on a ten-year old 10 h.p. car was excessive. The owner decided to rebore but was advised to try Cords. Oil consumption became negligible at once and was still so when the car was sold at 96,000.

This is just one of the performances recorded in detail in "Cords Case Histories." If you haven't had your copy yet, ask at your garage to-day. If they can't supply, write to us.

CORDS

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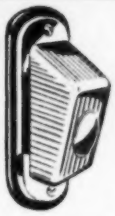
(Dept. D.69) 906, Harrow Road, London, N.W.10. LADbroke 3322 & 0770

Branch Sales & Service Depot: 30, Hampstead Road, N.W.1. EUSton 5476

LANE ACCESSORIES BARGAINS FOR THE MOTORIST

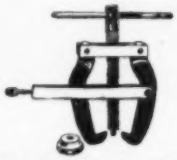
NEW ALEMITE GREASE GUNS

Push action with hydraulic snap-on nipple. Each **17/6**



STOP AND TAIL LAMP SETS

6 or 12 volt, Standard, **26/6** per pair. De Luxe, **29/-** per pair, Round Flush Fitting, moulded rubber body. Chrome Rim, **29/-** per pair. Brake switch for above, **3/9** ea.



TWO-LEGGED PULLERS

New, adjustable. Each **15/-**

New Kent Moore Valve Spring Testers. 0-150lb. and 0in.-6in. **£1** each.

KENT MOORE

Petrol and brake pipe double lap FLARING TOOLS 3/16in. to ½in. O.D. Complete in metal case with full instructions. **£1/5/0** each

BATTERY CHARGERS

All 200/250 A.C. input. ½ amp. for 6 or 12 volt Batteries, **55/-** cash or **14/9** deposit and 3 monthly payments of **14/9.**

1½ amp. for 6 or 12 volt Batteries, **£3/7/6** cash or **18/-** deposit and 3 monthly payments of **18/-.** 3 amp. for 2, 6 or 12 volt Batteries, **£6/3/6** cash or **19/10** deposit and 6 monthly payments of **19/10.**

ILLUMINATED TRAFFICATOR SWITCH

for steering column, 6 or 12 volt. Each **18/6**

EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE

Terms: Cash with order.

LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

NOW! FEEL SAFER, BE SAFER—FIT WYRESOLES

REGISTERED TRADE MARK

UP TO 40%

better braking on slippery surfaces

In Road Research 1949—the Department of Scientific and Industrial Research report that steel inserts in tyre treads give :—

- Up to 40% better braking efficiency on slippery wet surfaces.

THE STEEL CLAW TREAD THAT GRIPS

- Increased Road Holding on slippery surfaces.
- Greater Anti-skid properties.
- Improved Braking.
- Resistance to flints and nails.

IN "WYRESOLES" coils of spring-steel wire are embedded and vulcanised in the tread by the patented "TYRESOLES" process, giving your tyres thousands of steel claws to grip the road. The result is increased roadholding, improved braking and greater safety. This is why so many winners in the big Continental Rallies, such as the Monte Carlo and Tulip, fit "WYRESOLES".

HALF NEW TYRE COST. *Your own* road-tested tyres are treated by the "TYRESOLES" process and returned—at approximately half the cost of new tyres.

8 HOUR APPOINTMENT SERVICE. Many of the 37 "TYRESOLES" works offer an 8-hour appointment service to those within easy reach. A quick priority treatment can be arranged by appointment through your usual garage. Insist on "WYRESOLES" by name.

FREE!

Write for NEW leaflet giving full details of the comprehensive TYRESOLES WYRESOLES service available. Post coupon today to:

TYRESOLES LTD.
Palace of Engineering, Wembley, Middx.

NAME .....

ADDRESS .....

.....

WYRESOLES

REGISTERED TRADE MARK

NOT JUST A RETREAD

BUT THE PROVED PROCESS WITH THE STEEL CLAW TREAD THAT GRIPS

Over 40 Tyresoles works & depots to give rapid service to your local garage

TYRESOLES LTD. : PALACE OF ENGINEERING : WEMBLEY : MIDDX. Tel. WEMbley 1222 (10 lines)

The
IDEAL CHRISTMAS GIFT
FOR ALL DRIVERS

Eliminates headlight glare—relieves eye strain—really helps in twilight and mist.

An optical product recommended by the motoring press (Prov. Pat. 5720/51)

STANDARD MODEL (as illustrated) 26/3
CLIP-OVER 18/9 **POPULAR MODEL 20/7**

From Opticians, Garages or particulars from :—

ABBEY GLASS WORKS LTD.
21, CORAM STREET, W.C.1.
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WEMBLEY COURT MOTORS HAVE
SOLD MORE CARS
UNDER THEIR
SALE OR RETURN
PLAN THAN ANY OTHER FIRM
IN THE COUNTRY

Your car will be cleaned, polished, serviced, insured and advertised free of charge, and you will get the best price for it.

WEMBLEY COURT MOTORS
"The WCM JAGUAR PEOPLE"
HIGH ROAD, WEMBLEY · Phone WEMbley 8787/8

This battery is designed and made for the private motorist who is willing to pay a little more for the best that money can buy. With it he gets an *Exide guarantee* which is unconditional and means what it says. Two years' service or a new 'Double-Life' battery *free*.

Exide

'DOUBLE-LIFE'

CAR BATTERIES

A PRODUCT OF CHLORIDE BATTERIES LIMITED

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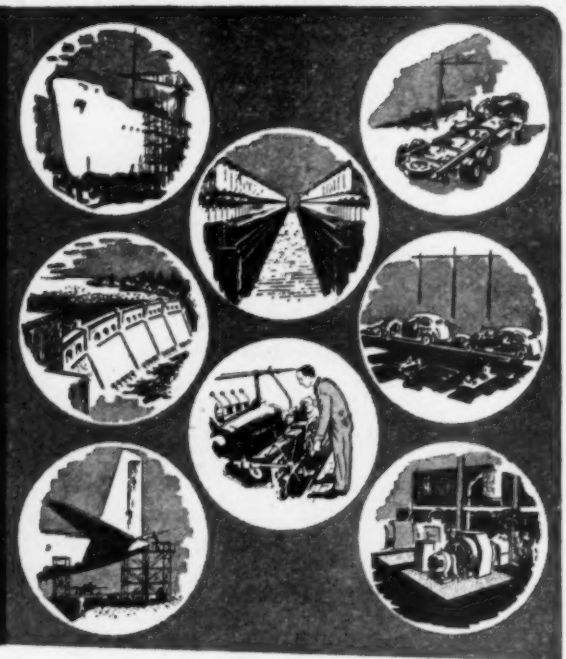
TRADE MARK

NON-FERROUS CASTINGS
MACHINED PARTS
CHILL-CAST RODS & TUBES

make their special contribution to every field of British Engineering



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PENETRATES THICKEST FOG

MODELS FOR ALL VEHICLES FROM 58/6
Write for details from Sole Concessionaires :—
SLIP PRODUCTS & ENGINEERING CO. LTD.
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Tel : Avenue 1379
or
See them at your nearest
BLUE STAR GARAGE
and other leading garages.

SELLING YOUR CAR?
Make sure of a better price!

. . . first renovate the UPHOLSTERY

The condition of the upholstery counts a great deal in the pricing of your car. You can easily renovate and revitalize that faded, cracked leather — and so add pounds to the saleable value of your car ! Simply brush or spray on Nuagane — the amazing lacquer that is flexible, waterproof, hard wearing— and ideal for real or imitation leather Available in 24 delightful shades.

NUAGANE is obtainable from your garage and from HALFORDS
Trade prices on application.
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★ *Write NOW for FREE Colour Card!*

NUAGANE
Flexible Leather Lacquer
NUAGANE PRODUCTS LTD., 19 SOHO SQUARE, LONDON, W.1
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TRICO AUTOMATIC

PRESS BUTTON

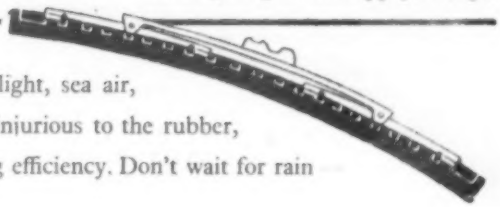
WINDSCREEN WASHER

CLEANS YOUR SCREEN *as you drive along!*

Power operated by the car engine, the Trico Washer requires just a simple touch of the control button and twin water jets spray the screen for 20 seconds. Your Wiper Blades then remove dirt, insects and road splash. The jar holds sufficient water for 600 miles of clear screen driving. Fitted and approved by leading car makers as a modern motoring necessity.

THE IDEAL CHRISTMAS GIFT FOR THE MOTORIST!

Your garage can supply and fit



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WIPER BLADES DO WEAR OUT! Sunlight, sea air, traffic fumes, oil, grit and dust are injurious to the rubber, impairing vision and affecting driving efficiency. Don't wait for rain REPLACE YOUR BLADES NOW!

TRICO-FOLBERTH LTD · GT. WEST RD. · BRENTFORD · MIDDX.

Smee's TF8

CAR HIRE SPECIALISTS

See every event in comfort

ROOTES

BRITAIN'S FINEST CARS

LOWEST WINTER TARIFF

BRITISH AND CONTINENTAL TOURS ARRANGED

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TRUMAN'S GARAGES LIMITED

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Test reports on 30 British American and Continental Cars

The Autocar

ROAD TESTS, 1953

Illustrated reports on the road performance of 30 current British, American and Continental cars, compiled by the Technical Staff of "The Autocar." Cars covered include:— A.C., Alfa Romeo, Armstrong Siddeley, Austin, Austin-Healey, Chrysler, Citroen, Daimler, Fiat, Frazer-Nash, Healey, Hillman Minx, Humber, Jaguar, Jowett, M.G. Midget, Morris, Renault, Riley, Singer, Standard, Sunbeam-Talbot, Volkswagen, Wolseley.
11⅜ ins. x 8¾ ins. 96 pp **5s net.** *By Post 5s 4d*

The Autocar Road Tests, 1951. A further 30 road test reports on vehicles tested during 1951. **5s net.** *By Post 5s 4d*

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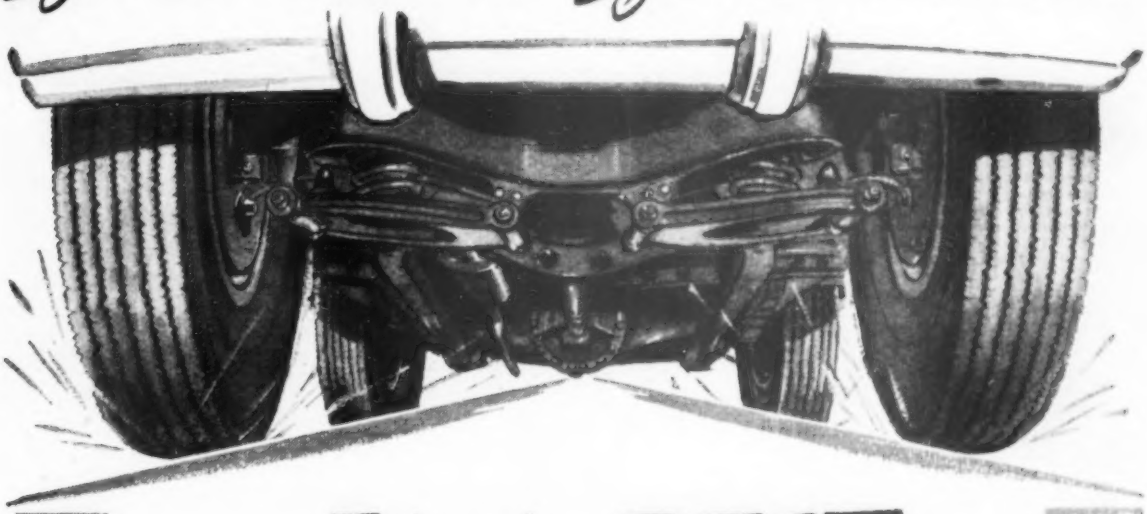
Lightest ON YOUR CAR... *Lightest* ON YOUR POCKET



It's the BEST underbody protection

AND COSTS LESS

You can't afford to ignore Rubbaseal. A single application adds years to the life of vital car components. By far the most effective underbody protection made, Rubbaseal, with its superior bonding power, combats rust and corrosion—sealing all vulnerable parts against weather. It's the underbody protection with *more rubber*. It adds the least possible weight to your car—and it's equally light on your pocket. Yes—it's the underbody protection that costs you less to use.

RUBBASEAL

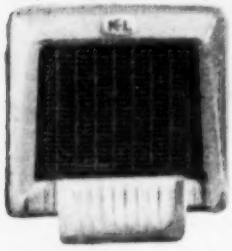
The BEST Underbody Protection

MANUFACTURED BY DSP DUNLOP SPECIAL PRODUCTS LIMITED, FORT DUNLOP, BIRMINGHAM 24

IDEAL CHRISTMAS GIFTS FOR YOUR MOTORING FRIENDS!

THE K-L MONITOR

combined Car Heater, De-mister and De-froster, is a real boon to any motorist, especially at this time of year! Dash-board control gives the user just the amount of warm air he wants in any weather conditions, draughts are banished and the windscreen is kept entirely free of mist and frost. Add the VENTILOR Fresh Air Duct, and you have complete air- conditioning all the year round! The MONITOR is easily fitted in any car, old or new; is suitable for both thermo-syphon (without additional pump) and pump-cooled systems.



THE MONITOR £9.19.6.

THE VENTILOR £1.15.0 extra.

NEW MONITOR 'P' MODEL

Heater only (with usual accessories but no de-frosting or de-misting equipment).

The ideal unit for Ford Popular, new Standard 8 and all small cars. £9.9.0

Give your friends K-L accessories this Christmas and see how appreciative they are—every one makes a permanent contribution to car-comfort out of all proportion to its cost!

THE K-L EVENTEMP RADIATOR ROLLER BLIND

eliminates over-cooling — saves petrol and engine-wear. Dashboard controlled, fitted to the radiator behind the grille, it ensures correct running temperature in all weathers. Available for most popular cars (please state make and year). From £2/15/-.

K-L AIRMASTER, an attractive plastic shield mounted on the bonnet, sets up a wall of air that deflects all snow, insects, flying particles, etc., keeping the windscreen clear and clean. Cannot obstruct vision. Size 9in. x 5in. **10/-**

K-L UNIVERSAL THERMO-METER, (water-gauge) removes all doubts as to engine temperature. Fits into the radiator hose or engine. Outside diameter 2¼in. **£2 . 12 . 6** complete (with illuminated dial, £3.6.0).

From your garage, or write for descriptive leaflet No. 3 to:
KEY-LEATHER CO., LTD.
5, URSWICK ROAD, LONDON, E.9

THE ACCESSORY SPECIALISTS K-L

Telephone AMHerst 5202-3

Conway LOOSE SEAT COVERS

For perfect style, comfort and economy . . .

EXAMPLES OF PRICES FOR COMPLETE SETS

	Cotton Duck	Bedford Cord
Austin A.40	£9 5 0	£10 5 0
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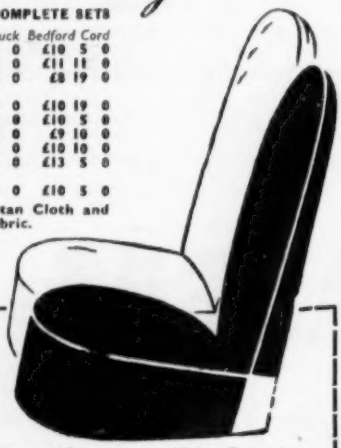
Ford 8 h.p. & 10 h.p.	£7 19 0	£8 19 0
Ford Consul and Zephyr	£9 19 0	£10 19 0
Hillman Minx	£9 5 0	£10 5 0
Morris Minor	£8 10 0	£9 10 0
Morris Oxford	£9 10 0	£10 10 0
Standard Vanguard	£11 11 0	£13 5 0
Wolseley 4/44, 4/50 & 6/80	£9 5 0	£10 5 0

Now also available in Tartan Cloth and in Tygan woven Plastic Fabric.

Expertly tailored for almost any make of car from approximately 1935 onwards.



To
CONWAY CAR ACCESSORIES LTD.
185, The Vale, Acton, W.3

I am interested in quotations and free patterns of Loose Covers for my ..... car ..... year ..... h.p.
Name .....
Address .....
Name and Locality of my Garage .....

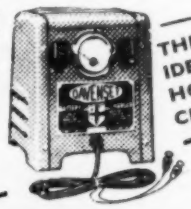
Autocar—November 27

HAPPY MOTORISTS

The **REPRESENTATIVE** *whose appointments are vital*

Mr. Jones is an efficiency expert. To him, time is essential. A flat battery means a late start; a late start a missed appointment. But Mr. Jones is not an efficiency expert for nothing! To him, a Davenset Model 'H' home charger is the peak of efficiency—which is why he bought one. Now, every day, rain, hail or snow, he arrives for his appointments on time—a wise and happy motorist. The Model 'H' is a compact charging unit, suitable for A.C. mains 200-250 volts, to charge 2/6/12 v. batteries at 2½ amps.

PRICE £5 17s. 6d.



THE IDEAL HOME CHARGER

WINTER *Starting made easy*

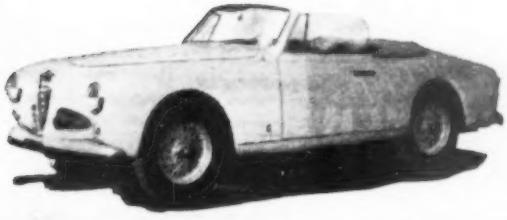
DAVENSET MODEL 'H' BATTERY CHARGER

PARTRIDGE WILSON & CO., LTD., Davenset Electrical Works, Leicester

Under all the best bonnets...

HEPOLITE

ALFA ROMEO chose Hepolite pistons, rings and gudgeon pins for the powerful engine that purrs under the bonnet of this most elegant motor car — the Alfa Romeo 1900c. Cabriolet Farina. Yet another thoroughbred that is Hepolite equipped.



Write for full details of the wide range of Hepolite pistons, rings and liners now available for all makes. And in the future (like Alfa Romeo) . . . specify "Hepolite."

HEPWORTH AND GRANDAGE LTD.
ST. JOHN'S WORKS, BRADFORD.

ndh2574

Give your car that 'float-along' feeling!

by letting us fit

TELAFLO

the brilliant new

TELESCOPIC DAMPER

ANERLEY

WITH THE 5 EXCLUSIVE SMOOTH-RIDE FEATURES

1 3½ times greater shock-absorbing capacity.
2 No frothing or aeration snags.
3 Operates in any position.
4 Much lighter.
5 More effective cooling.

ROBIN HOOD GARAGE
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FOG AHEAD! Have no fear... FIT A NOTEK

– The World's Safest

FOG & DRIVING LIGHTS

A NOTEK Lamp is as vital to Road Safety as the best brakes. See the NOTEK range . . . compare . . . judge for yourself. But don't risk getting through the winter without NOTEK.

SERIES 125 "NEARLITE" "FARLITE" | SERIES 155 The Famous "Master" Blue Spot Models | SERIES 175 The Famous Heavy Duty Models | GLOMASTER 3" Red Reflectors

Obtainable from Garage & Motor Agents, etc.

THE *HANDYMAN* WILL TREASURE THIS

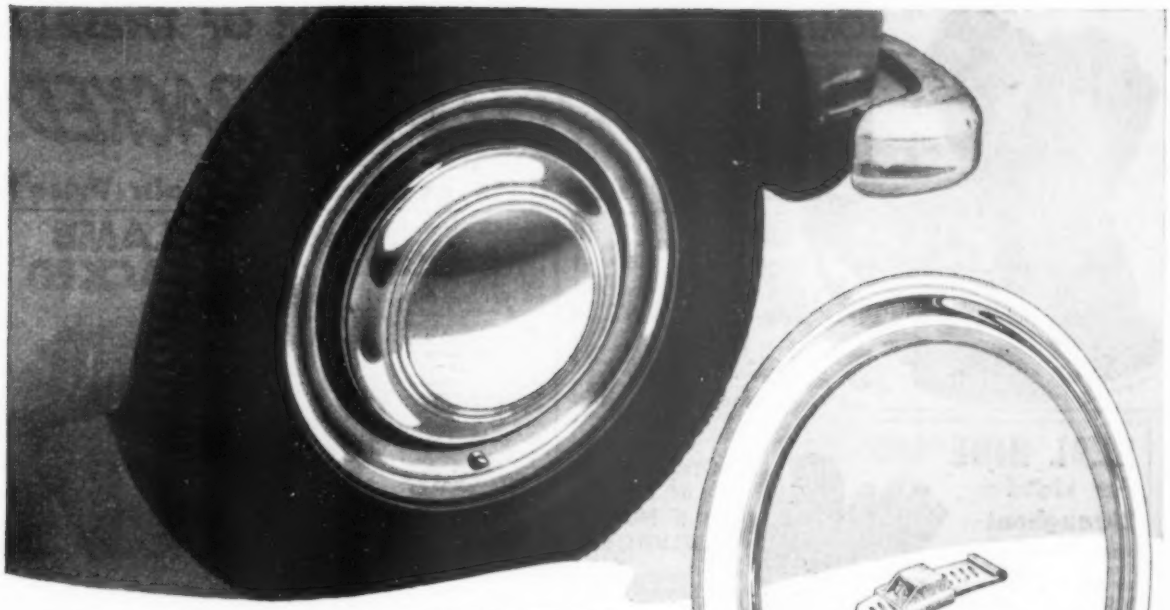
'THIRD HAND'

The Improved
MOLE
Self Grip
WRENCH
7"-12/6 10"-15/-

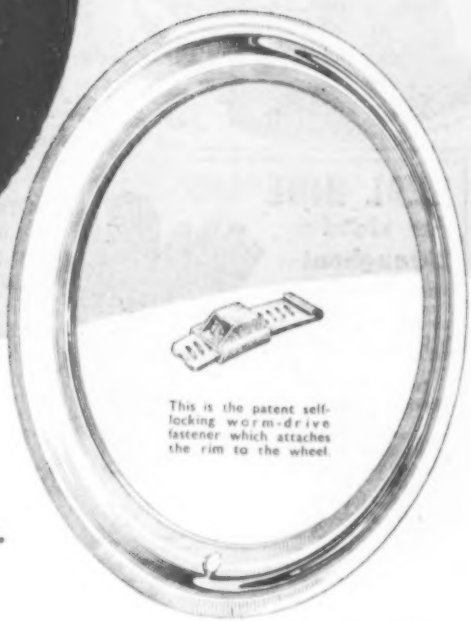
This multi-purpose tool locks on to work with *tremendous grip* and stays there *with hands off* until the release lever is touched —how often have you wished for just that? Use it as super pliers, a vice, wrench, clamp and so on. The Mole Wrench is your "third hand"—sturdy, easy to handle—really something to treasure.

If any difficulty write to:
M. MOLE & SON
BIRMINGHAM 3

From Ironmongers, Motor & Motor Cycle Accessory Dealers.



Note the elegance o this wheel fitted with a "Rimbellisher," and the fully accessible tyre valve.



This is the patent self-locking worm-drive fastener which attaches the rim to the wheel.

And now, you can be proud of the wheels too...

If you pride yourself that your car looks as spruce as the day you bought it, you will like "Rimbellishers" because they will give it the finishing touch which raises it from the ordinary to the elegant. "Rimbellishers" transform the appearance of the wheels and the car—they help you to keep the wheels looking smart and they also simplify the task of wheel cleaning. They are very strongly made and, now that nickel restrictions are lifted, we are able to supply them with pre-war quality chromium plating. Ask your garage or motor agent to fit a set for you—you will be delighted with the new appearance of your car. If you have any difficulty in obtaining "Rimbellishers" please write direct to us. We also make wheel discs for current and earlier model cars—may we send you a catalogue?

ACE

RIMBELLISHER
wheel trims

The name "Rimbellisher" is a Registered Trade Mark of Cornercroft Ltd., and may not be used to describe any other wheel trim

★ **Ace "Rimbellishers" cannot work loose or rattle—and they certainly cannot fly off. Each rim is attached to the wheel by 3 or 4 patent self-locking worm-drive fasteners which ensure a positive and 100% secure fixing.**

For your new car or to brighten-up an older model, you cannot do better than fit "Ace"—Britain's best number plates. They are made with die-cast aluminium characters in two styles—"Silver Peak", with the attractive and original silver-anodised characters and "White Peak" with a durable white finish. There is also a new range of Ace "Registrator" translucent rear number plates—if you would like further details please write for our number plate catalogue. You can obtain Ace number plates from any garage

CORNERCROFT LTD.

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NC9

YOUR "ANTI-FREEZE" IS A PAIR OF THESE!!

FUR LINED FUR BACKED

Luxury Gauntlets at Record Bargain Price!

LADIES! Here's A Bargain!

MODEL A. Made from best selected coney furs in 5 shades—**SEAL** (*Black*), **CHINCHILLA** (*Grey*), **ROMANCE** (*Light Brown*), **BEAVER** (*Brown*), **PLATINUM** (*Grey*). White fur inside and fur lined throughout. Centre vent fur trimmed for snug fit over coat. Also in real **BEAVER LAMB** fur lined **59/-**. Sizes 6, 6½, 7, 7½. State 2nd choice shade.

32/6 *In Gift Box Post Free*

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Real Hide LAMB BACKED

WORTH £5 **59/-** *plus 1/- post.*

REAL HIDE IN BLACK OR TAN

Fur Lined Throughout

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Choose Either FINGERS or MITTS.

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Tailored to your personal taste

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Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance — and maintain its re-sale value.

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Please send patterns and prices of your "Luxury Look" Covers for my.....Car.....model

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Name .....

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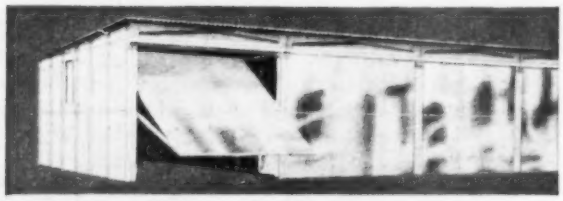

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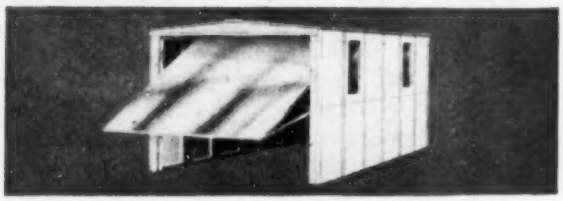

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Range suitable for all cars. Easily erected precast concrete units. Up and over or hinged Aluminium alloy doors. No foundation required, permanent yet portable. Completely fireproof and rotproof. Will last a life-time without attention.

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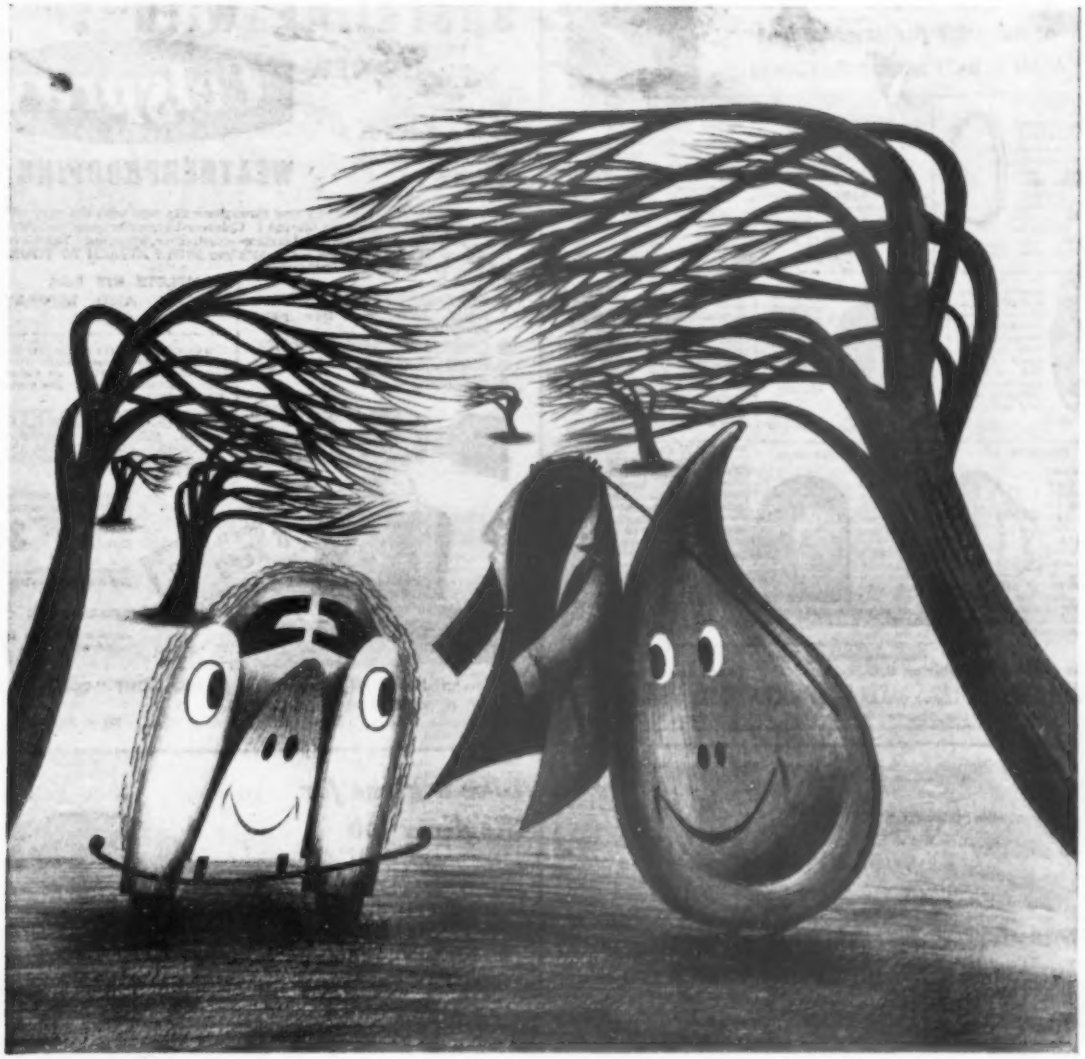

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ENERGOL the oiliest oil

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20/- each.

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In fawn and grey. First class quality with brushed wool effect on inside. Approximately 54in. wide. Average 8/10 h.p. car needs 2½ yards.

10/6 a yard.

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The precise adjustment can be locked. Any subsequent push or knock is taken up by a spring-loaded square joint at the base which enables the mirror to return to its former exact adjustment.

22/6 (42/6 a pair) each

Wedge-shaped stop and tail lamps. Chromium on rubberbose, unbreakable lens. Sold in pairs ready for the new lighting regulations. Complete with twin bulbs.

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Terms: Cash with order or C.O.D. **Trade enquiries invited**

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- CHROME PRESERVING LACQUER.
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For all car bodywork.

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Chrome Preserving Lacquer, 2/9 if ordered with this Kit.

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All materials available separately. *ASK ABOUT "COLOUR" KITS.*

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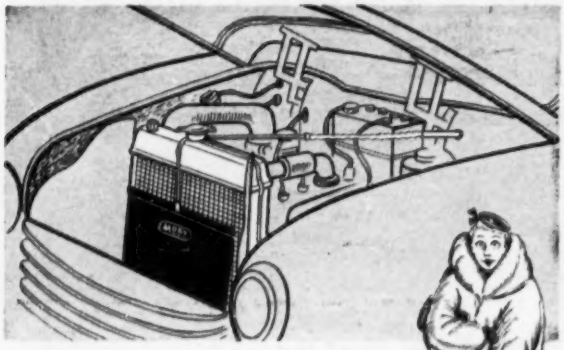

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Reduce your motoring problems this winter by fitting the original, patented, radiator blind. Proved by over 25 years of hard continental weather extremes, the Mory Radblind gives the fastest warm-up from cold, and reduces petrol and oil consumption by maintaining your engine at its most economical running temperature.

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Completely out of sight, the Mory Radblind is precision controlled from the comfort of your driving seat.

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Full details from your local garage or write direct to:—

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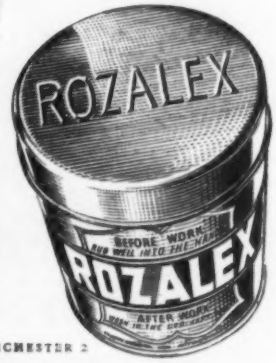
2/4½ a tin • and in tubes **1/8** *(including P.T.)*



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slays the smog sludge dragon!

instantly removes
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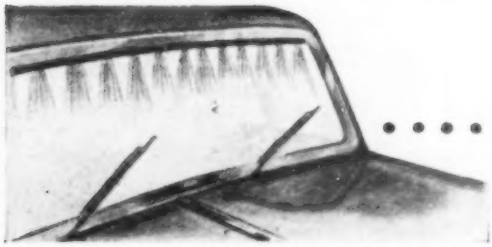

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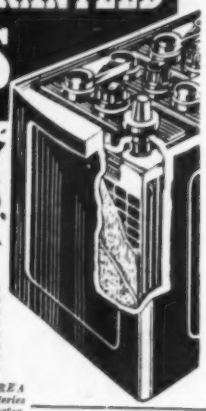

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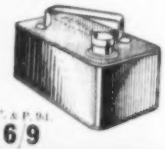

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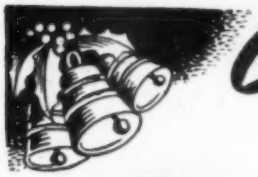
PALMERSTON ROAD, SPARKBROOK, B'HAM 11. (Victoria 1849)



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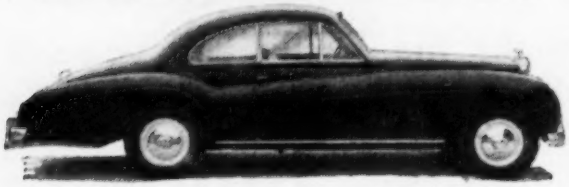

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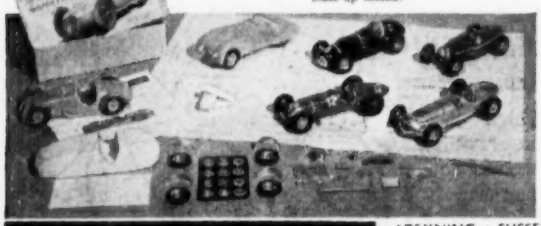

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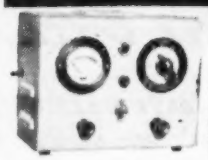

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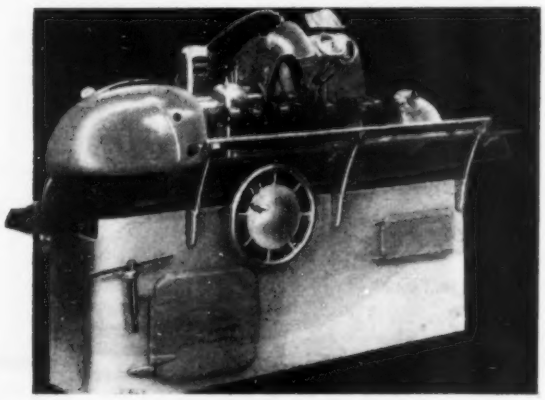

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Over 2 million new vehicles every year enjoy the advantages of AC Spark Plugs.

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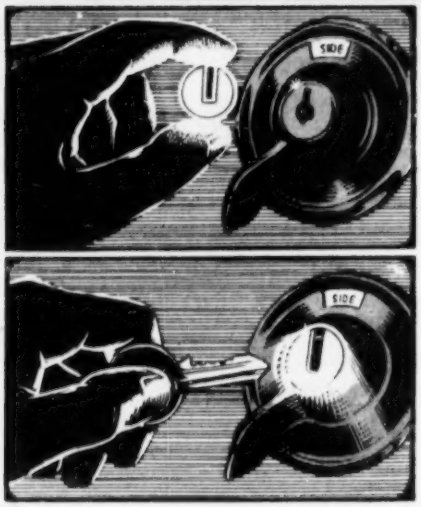
SEE where to put your key



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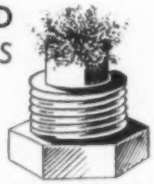

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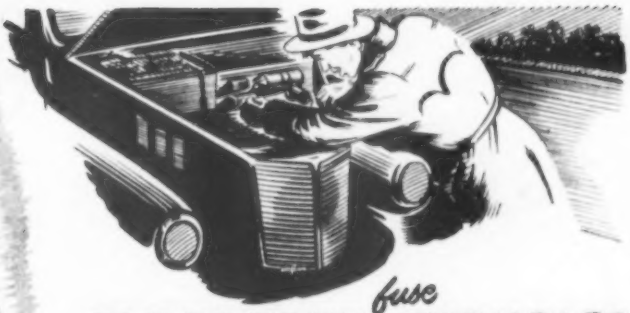

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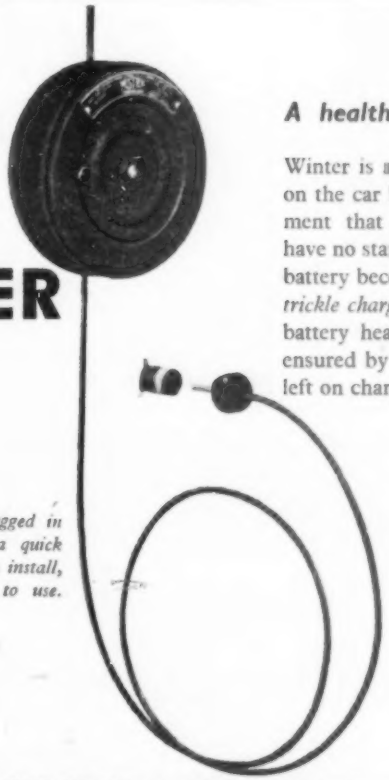

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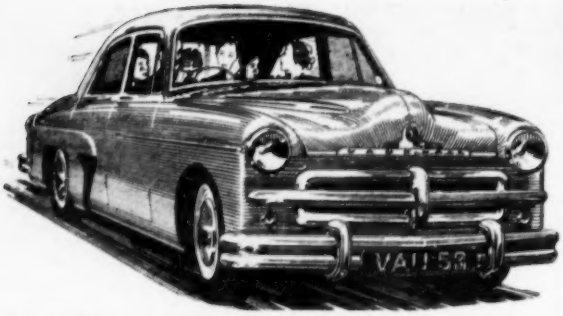

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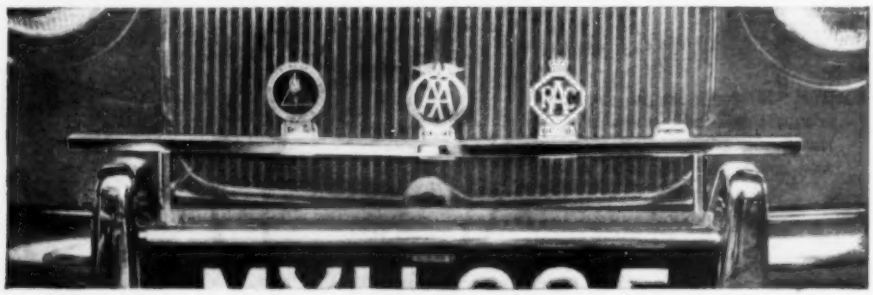

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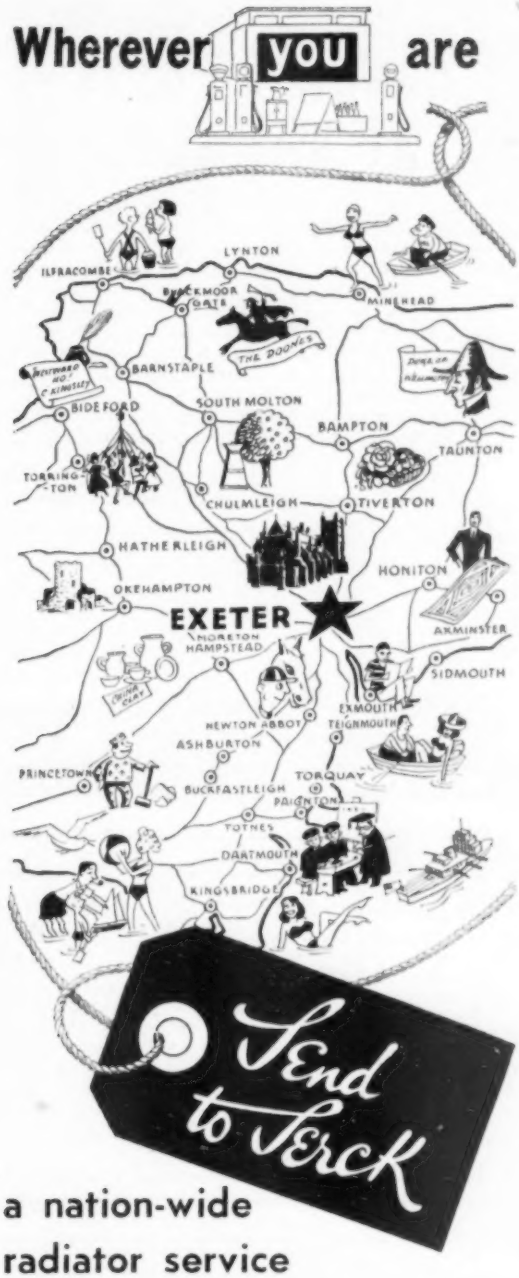

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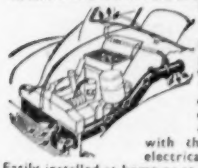

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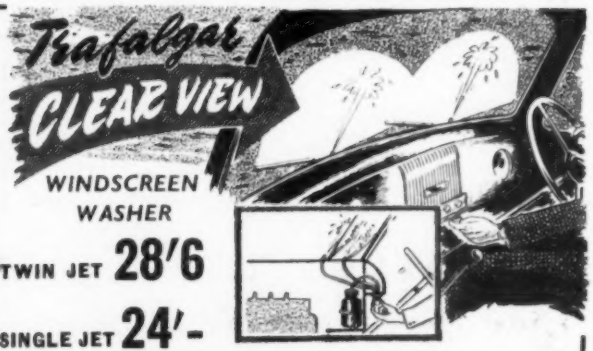

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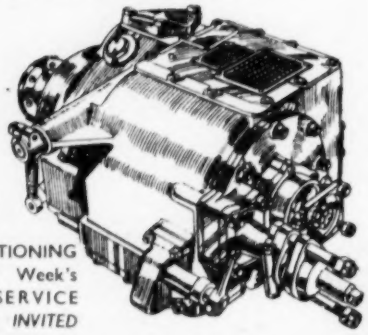

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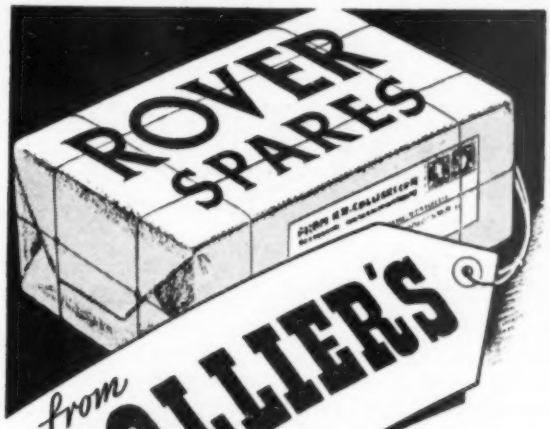

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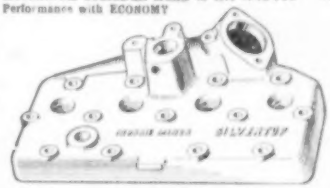

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* * * * *

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'OUT OF PEDIGREE COMES PACE'

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The Autocar
FOUNDED 1895

No. 3026 *Friday, November 27, 1953* Vol. XCIX

85 Per Cent

TO motorists hardened to police harrying, the estimate of Sir Percy Sillitoe, a former chief constable and lately head of M.I.5, that 85 per cent of the police are now engaged in traffic work, will come as no surprise. "Such a state of affairs," says Sir Percy in the *Sunday Times*, "should never have been allowed to develop." Thus one more authoritative—*and expert*—voice is raised in condemnation of government dereliction of duty over the years. The point is hammered home: "A revised road system, more adequate parking facilities and good, uniform street lighting have been repeatedly advocated. The number of accidents and traffic jams, and also the motorists' temptation to commit minor offences when he is hemmed in by restrictions, would decrease, and the police would have a chance to get back to their basic work."

Such views, coming from such a source, should command the respect they deserve, and are some consolation to motorists who feel indignation at the seemingly increasing attention they attract from the police. There is at least one officer of high standing—if now retired—who feels that all is not right with such a state of affairs.

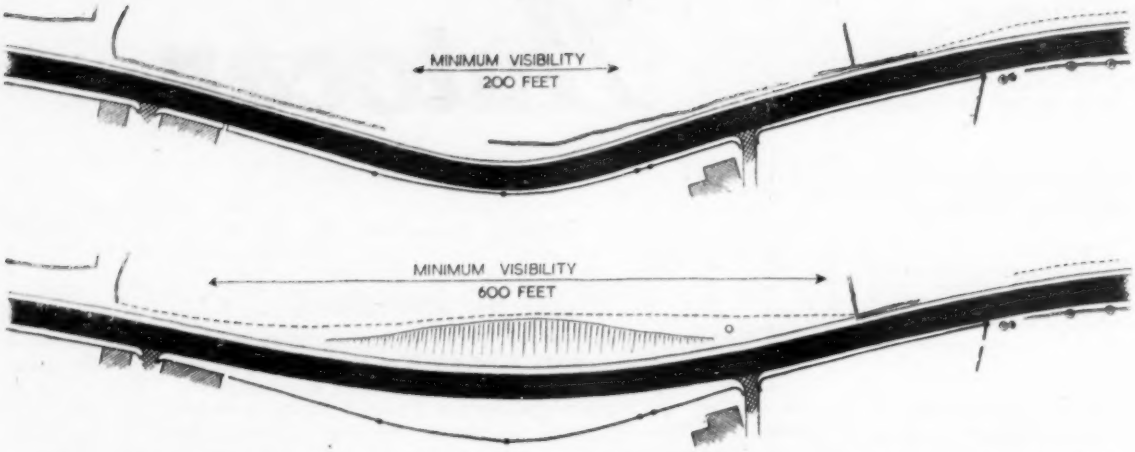
Sir Percy's remedies include one that has many times been advocated—the formation of a special traffic corps. In reiterating this suggestion, however, he makes one or two remarks that need questioning. The men for a traffic corps, he says, would not need to comply with such stringent standards of "physical stature, health, and so on. . . . Recruiting for such a corps would present fewer difficulties than recruiting for the police proper."

There exists a suspicion that the standards for police recruitment have been lowered far enough already. Therefore we do not think it wise that still lower standards should be acceptable for a traffic corps. Any duties with the police put unwonted power into the hands of the people concerned, and history has many times shown that power exercises a tremendous fascination. "All power corrupts . . ." the famous saying goes, and such bodies as the police need to choose men of so high a calibre that they disprove the maxim. In the competitiveness of the labour market today such a task is not easy, but it is not one to shrink from.

Weather or Not

FAR too many motorists indulge their natural timidity during the winter months in Britain instead of responding to the challenge of the weather on the roads. For the fact is that although the British climate is wayward, it is rarely sufficiently troublesome to stop, or even seriously to slow down, the driver and car well prepared for the journey. It is towards this preparation that the winter equipment issue of *The Autocar* is devoted, as well as to the maintenance of the car in the best possible condition when it is in the garage during the inclement months. Much can be done, and reasonably inexpensively, in these directions by the skilful purchase and fitting of winter accessories. Although the ultimate in fog is unconquerable by vision, anything short of that can be overcome by judicious lighting, and although too much enterprise on snow and ice can land a driver in the ditch, quite reasonable progress can be made with the help of the correct tyres (and pressures), chains, and a little skilled advice. Within the garage, as without, cold and damp are the enemy, and the battle aim is to keep it out of engine and body. The war is fought annually, and on the whole the British car and driver have the upper hand.

There is some justification for the British motorist's obsession with his winter climate, for the fact is that winter motoring in Britain is a less certain process than in most countries. The temperature in the British islands hovers around 32 deg F for a surprising length of time during most winter days and nights, and this fact, coupled with the frequent and heavy rainfall, leads to changing characteristics on the road. Where a Continental climate applies, the thermometer tends to go down and stay there in the winter; the snow falls and stays likewise, and the motorist who has adapted himself to snowplough-cleared roads and their carpet of ice is more or less ready for anything. It is amazing how skilful one becomes on ice after a week of practice.



The top part of this diagram shows the plan of the road in its original form, while the lower section illustrates the line of the bend after it had been modified. Note the very considerable increase in the minimum visibility of the new road.

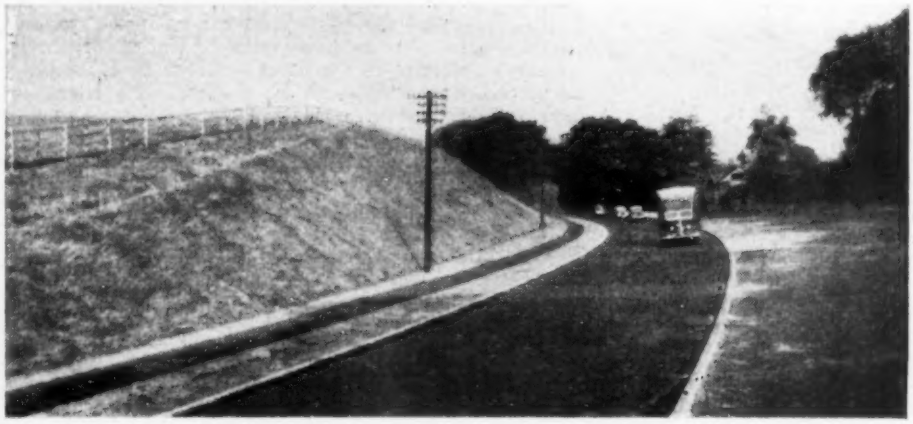
SURFACE and RADIUS

A GLANCE at a typical pre-war car and a present-day model shows that much development work has been done to improve the product and make it more suitable for its purpose, but good as this development work is, the full benefits of safer, more comfortable and faster travel cannot be obtained unless development is complete. It is no use increasing the performance of an engine without at the same time making sure that the transmission components can withstand the increased loading. In a similar way the task does not end with the design of the car, which is after all only part of the transport system, the other part being the road on which it has to travel. It is a very great credit to those responsible for car design that their vehicles behave as well as they do under some adverse road conditions, but they could be much more efficient if they were operating on roads designed for four wheels rather than for four legs!

At last it has been appreciated in most quarters that the need for road improvements is long overdue, and in a number of cases improvements have been made or are at the moment in course of construction. To carry out one minor improvement may be a difficult and costly job and

Above: The original line of the road shows the acute nature of the bend. In this photograph a start has been made on the modifications. A very large quantity of material had to be moved in order to straighten out the curve.

Right: The new road in use with greatly improved visibility, increased banking and a larger radius curve, complete with transition curves at each end, enables the bend to be negotiated easily at the normal cruising speed of the road.



also one that may take a considerable time to complete.

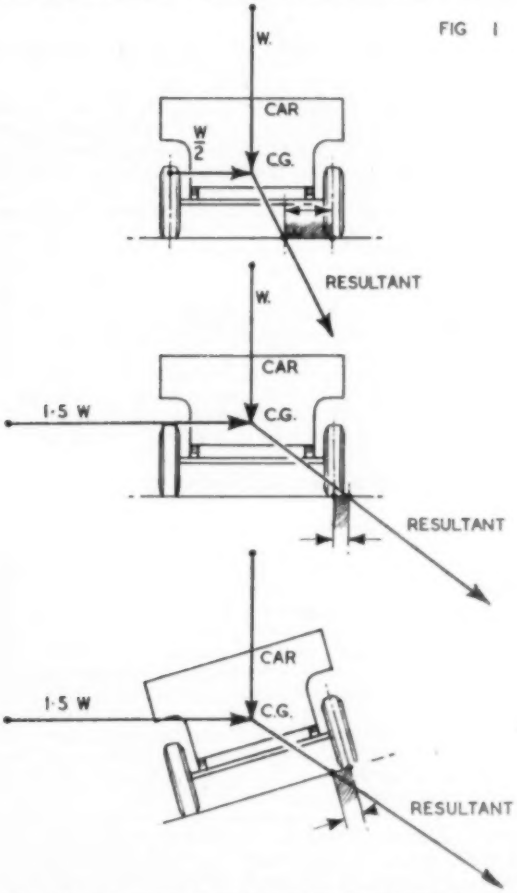
Those responsible for the roads of Warwickshire have been carrying out modifications and also obtaining a large amount of data to determine the effectiveness, or otherwise, of modifications that have been made. The ideal road would be a straight line running between the two points marking the start and finish of the traveller's journey, a fact realized very many years ago by the Roman road builders but forgotten for many centuries until the *autobahn* type of road was constructed on the Continent and some of the State highways were built in America. In a highly developed country such as England, which possesses a vast network of out-of-date third-rate roads, it is considered by some people to be more difficult to build modern highways than it would be in a country where few roads are at present in existence. For example, in reshaping a twisty road and converting it to a straight line, it may be necessary to demolish and rebuild houses or other buildings, a factor which presents many problems in a country already short of houses.

Although the prospect may not seem very bright, there is still much that can be done to improve the existing roads and keep the traffic moving. It is the necessity to change the cruising speed that is responsible for much congestion; for example, if a fast, straight stretch of road is followed by a slow bend there may be a tendency for the traffic to pile up at the end of the straight. This in turn will increase the traffic density on the bend, which is just what should be avoided. Apart from the safety angle, this need for change in speed considerably increases the wear and tear on the car by increasing the need for braking and acceleration, as well as imposing side loads because of the centrifugal force when the car is cornering.

Just how much does a bend in the road slow the traffic stream, and how much is it necessary to increase the radius of the bend in order to prevent congestion? To find the complete answers to these questions would be a very difficult and lengthy task, as it might be necessary to carry out a range of tests varying the radius of the curve between checks. However, the change in loading brought about by centrifugal force (often expressed in terms of g) can be calculated for a given set of conditions, and it is this change that is most noticed by the occupants of the car under

Although the radius of the curve has been considerably increased, the new bend also has increased super-elevation

THE EFFECT OF ROAD IMPROVEMENT ON VEHICLE SPEEDS By JOHN RABSON



These three diagrams show the resultant force from cornering and also the effect of super-elevation which enables a car to be cornered at an increased speed and at the same time maintain loading on the inner wheels.

cornering conditions. The variables involved are the weight, the velocity and the radius of the turn. The centrifugal force can be found by the following formula: $CF = \frac{W V^2}{gr}$, from which it can be seen that if all other items are equal the increase in the radius about which the vehicle is turning will considerably reduce the magnitude of the centrifugal force. Alternatively, for a similar value of side loading, if the radius is increased the car may be cornered at a higher speed.

Just as the static load of a car acts vertically downwards at the centre of gravity, the centrifugal force will act radially outwards. Therefore, if the loading is considered to be equal on all four wheels under static conditions (or at a uniform speed when the car is running in a straight line), under cornering conditions the load on the two outer wheels will be increased and the resultant force will be as shown in the diagram (Fig. 1).

If the cornering speed is further increased and all other conditions remain unchanged, the magnitude of the centrifugal force will also be increased, and the direction of the resultant force will tend to become less vertical and more horizontal. Now, if the line of action of the resultant force passes through the wheel track, when viewed from the back, there will still be some load on the inner wheels of the car. On the other hand, if it passes outside the outer wheels, there will be no load on the inner wheels and the car will be in an unstable condition. However, if the road is provided with super-elevation, the car will remain stable at much higher speeds, as the line of action of the resultant force will pass between the wheels (when viewed from the rear); consequently there will be some loading on the "inner" wheel.

Tests were made by a team consisting of members of the Warwickshire County Council Surveyor's department, the Dunlop Research Centre, and members of *The Autocar* staff. These took place both before and after modifications had been carried out to the main Stratford to Leicester trunk road, known as A46, while to obtain comparative data further tests were performed on a straight section of A5 where the traffic flow is unrestricted. A particular bend on A46, a black spot on the road between Stratford and Warwick, had been the scene of several accidents, and, without going into morbid details, the records show that during a period of two years from November, 1950, to December,

SURFACE and RADIUS . . . . . continued

1952, there were nine accidents, of which two were fatal. In several instances cars travelling towards Warwick demolished part of the boundary wall close to the lodge shown in the diagrams.

The illustrations show the contours of the bend in its original state, and after modifications had been made. To obtain data, vehicles were timed through a section of the curve both before and after the work had been carried out. Owing to the nature of the surrounding land, the modification took some nine months to perform and necessitated shifting 12,000 cubic yards of earth from the bank. The total cost involved, including the building of the new road, was £8,400. Both the before and after tests were carried out during the same season of the year and under comparable weather conditions.

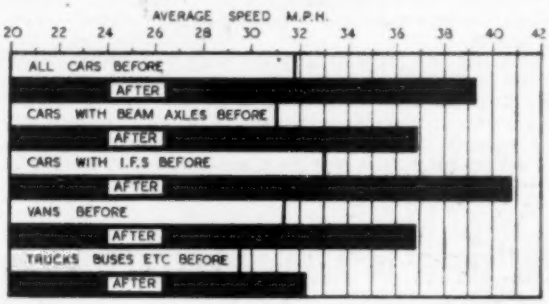
In order to obtain fair averages, some 1,000 vehicles were timed during each test by observers concealed in the undergrowth so that the drivers were not aware that they were being timed. Besides the cornering speeds, the type of vehicle and other interesting features, such as laden or empty condition for trucks, beam axle or independent front suspension for cars, were also recorded.

No Wider

The width of the original 23ft carriageway is unchanged, but whereas the minimum visibility on the centre line of the carriageway was 200ft, with the original minimum radius of the curve at 270ft, an increase in minimum radius from 270ft to 1,146ft, together with 250ft lengths of transition curves, has increased the sight line on the centre line of the carriageway to some 600ft, so that the driver can now see three times as far ahead.

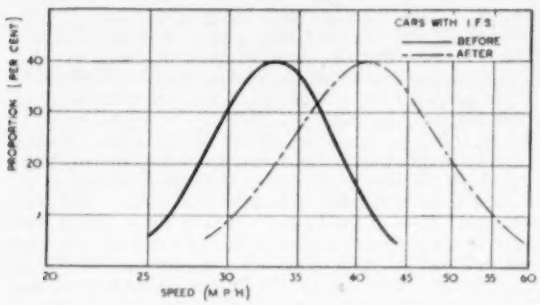
In conducting a check for comparisons of this nature it is necessary to be able to obtain results that are truly comparative. It is not the absolute cornering speed that is of interest so much as the change in average speeds between the two tests. Sighting posts were placed on both sides of the road and at both ends of the timed section. Concealed observers were placed at each end of the timed section so that they could sight the cars as they came in line with the posts. Telephones were provided between the two observation points, and the actual timing was by stop-watches. The first observer's job was to locate the vehicle and communicate by telephone details as to its type; for example, pre-war Austin Seven; truck, fully laden, and so on, so that the observer at the second station would know what vehicle to expect. As the selected vehicle passed the first line the signal was given over the telephone and the second observer started the watch, stopping it again as the vehicle passed the second point. A third observer recorded the data.

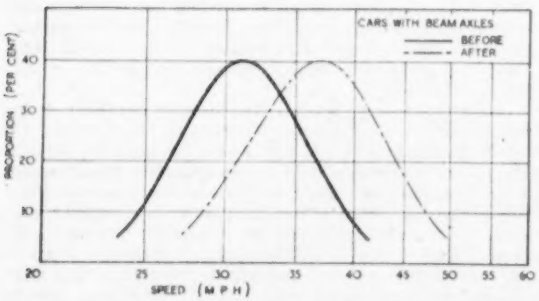
Travelling round the original bend the vehicles were timed over a length of 280ft, but after the bend had been modified it was thought desirable to increase the timing length to afford a greater degree of accuracy in the timing, bearing in mind the assured increase in average speed, while a further practical point was the difficulty of concealing observers, as there was no cover available for the shorter distance after the modification had been made.



Increase in average speed for the various groups of vehicles.

The results show that the modification that has been made to this single bend has considerably improved the traffic flow and increased the speed for all types of vehicles. Further, the increase in average speed of 7.5 m.p.h. for cars in the general category results in an average that is quite close to the speed of 42 m.p.h. that was obtained on an open road section of A5. The modification, then, has replaced a slow, dangerous bend by a fast, gentle curve with considerably increased visibility, transition curves into and out of the main radius, and an increased super-elevation. Moreover, the speed for the slowest group of vehicles—trucks, buses, and so on—is now above that of cars in the general classification before the modification was made.



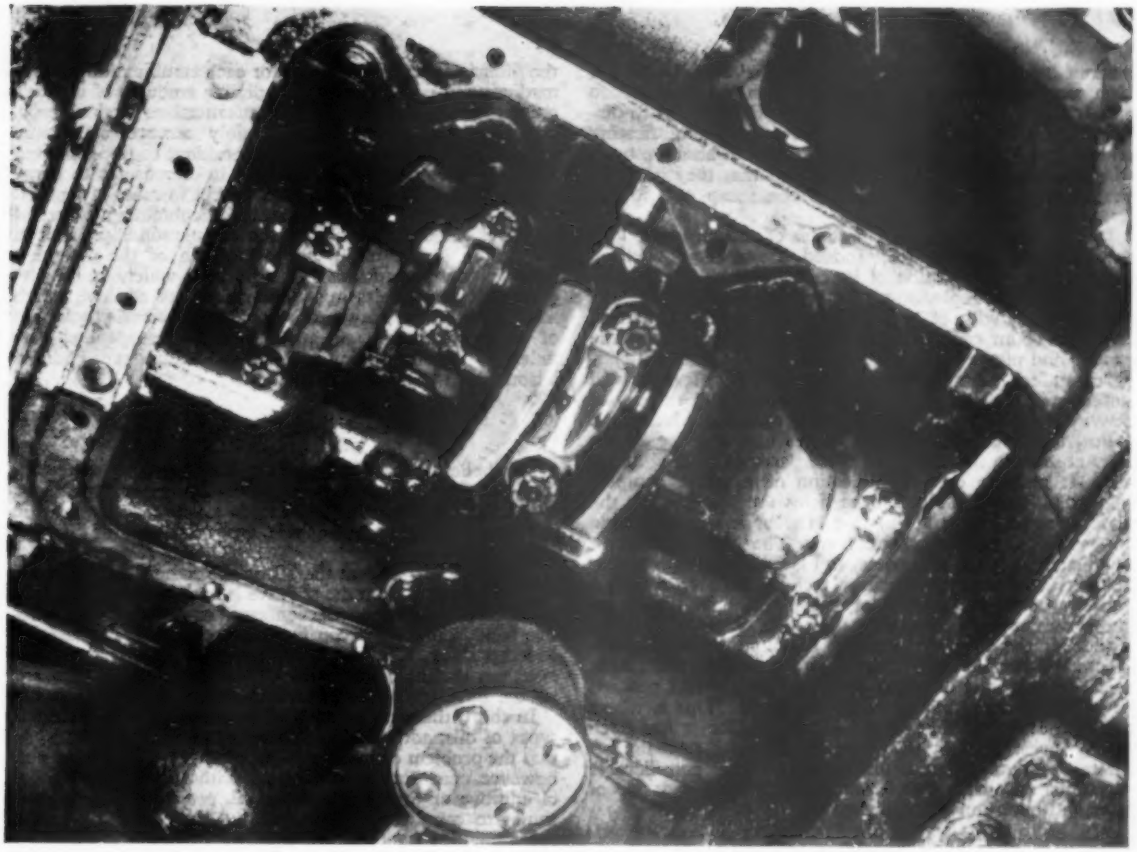


Before and after speed curves of cars travelling round the bend which has been improved.

Beam and Independent

The difference between the results for beam axle cars and for those fitted with independent front suspension shows that the more modern type was considerably faster, both before and after the modification had been made. The results compare very interestingly with those given in an article on an allied subject in *The Autocar* of June 27, 1952. It is also interesting to note that the speed of vans is very similar to that of cars with beam axles. A statistical analysis of the results has been performed to prove the significance of the data, and on this basis all results are significant, while those for the two types of cars are highly significant.

It is still too early to judge whether the modifications have completely eliminated this bend from the list of black spots, but there would seem to be very little doubt that they have done so. The driver has a much better chance of seeing where he is going, and if it is possible to foresee danger it is usually much easier to avoid it. Further, although the average time taken to traverse a given distance around the corner is lowered, the side loading is also considerably lessened, a factor which reduces the possibility of a car getting out of control, particularly under adverse weather conditions.



Complete absence of sludge and an oil film on all moving parts; the crankshaft of a car exposed after 21,000 miles of running on one of the modern oils.

OIL and FILTERS

Colour is No Indication of Condition if the Lubricant Contains Additives

By A. G. Douglas Clease, B.Sc., A.M.I.Mech.E.

TOO many car owners are not, it must be admitted, lubrication conscious. They may from time to time take a fleeting look at the dipstick, and, if the level is low, grudgingly have a pint of oil added to the sump contents while they replenish the petrol tank. In the worst cases they have been known to wait until the oil pressure gauge or warning light flickers before deigning to use the dipstick!

On the other hand, the conscientious owner will not fail to use the dipstick every time he takes his car out. He may know very well that he should find the level well above the minimum mark, but he also knows that accidents can happen to even the best maintained engines and that a sump drain plug or pipe union can mysteriously become loose and allow loss of oil. An oil pipe may even fracture with similar consequences.

The owner who is careless of his car's needs probably never thinks of cleaning or replacing the oil filter, according to the type which may be fitted to his car. In fact he quite likely does not know that the lubrication system incorporates a filter and, if he does, could not say when the filter was last cleaned or changed, assuming that it ever was.

The conscientious owner, however, does remember the oil filter and makes certain that it is cleaned or changed at the recommended intervals. He takes a delight in ascertaining that the oil on the dipstick appears clean and translucent. That is evident from recent correspondence from readers, for they have, in many instances, noticed that the oil no longer appears to remain clean for such long periods.

There is usually a simple explanation for all the peculiar symptoms which appear to afflict the internal combustion engine, filling the car owner with alarm and despondency until it is found that no dire consequences result. So it is with oil which may appear so dark as to be really dirty, for provided that oil changes and filter cleaning have been carried out at the proper intervals there can be no dire consequences.

The explanation is that most modern oils contain chemical additives of the anti-oxidant and detergent types. The anti-

OIL and FILTERS . . . . . continued

oxidant increases the resistance of the oil to oxidation at high working temperatures and prevents corrosive action on hard alloy bearings. The task of the detergent is to disperse the products of combustion oxidation of lubricating oil and fuel into microscopic particles of non-abrasive types which remain suspended in the oil, so that they are prevented from settling as sludge in the sump and in the interior of the engine generally.

It is these tiny suspended particles of carbon which give the oil its dark appearance. Indeed, the colour of such oil is no longer an indication of its cleanliness or of the need for draining and replenishing the crankcase. The degree of oil darkening will, of course, depend on the mechanical condition of an engine, especially as regards the fit of the pistons and piston rings. Engines in poor mechanical condition suffering from considerable piston ring leakage will suffer rapid darkening of the oil, whereas oil in engines of new mechanical condition will show very little darkening.

But, the lubrication-minded owner may wonder, is the filter at fault in not removing these particles floating in the oil? It may be over-simplification of a rather complex subject to answer "No, the particles are too fine for the filter to remove them," but that is what it amounts to so far as the car owner is concerned. The filter is still just as efficient as it originally was, and is quietly going on with its task of removing impurities such as the larger carbon particles, road dirt, particles of metal, and so on, thus helping to minimize abrasive wear.

Indeed, there would possibly be more cause for disquietude if the filter did remove this suspended matter from an oil containing a detergent additive, for it would perhaps be removing some of the additive as well. This is where the complexity of the subject comes in, for it has been widely investigated by the oil suppliers and filter manufacturers. Actual experimental results show considerable variations according to oil temperature, type and size of filter and nature of the additive.

Additive Subtraction

Filters fall into two main classes, those which act as mechanical filters or strainers and those which act by adsorption. The oil supplier incorporates the appropriate amount of additive and any excessive removal of additive by a filter is accordingly undesirable.

There are three ways in which additive removal can occur, by direct adsorption by the filter material, by the removal of insoluble matter containing adsorbed additive, and by the removal of insoluble products formed from the additive by the action of heat, or hydrolysis under the influence of water. Regarding direct adsorption, experimental results show that most filters remove a proportion of additive from most oils, although the retention of additive by the filter is apparently specific for each combination of filter medium and additive. Only negligible amounts of additive are removed by filters of the mechanical or strainer type, but adsorption filters may possibly remove substantial amounts of additive. Generally speaking, engine-mounted filters on car engines are too small in dimensions to cause serious depletion of the additive, except in cases of neglect.

The removal of insoluble material containing adsorbed additives can occur as follows: the organic solids are kept in suspension in the oil by the adsorption of the detergent additive upon the surface of the particles, which are thereby prevented from coalescing. The amount of additive which has performed its duty in this way has necessarily gone out of active circulation and any retention of suspended particles by a filter would, therefore, retain the additive adsorbed on them as well.

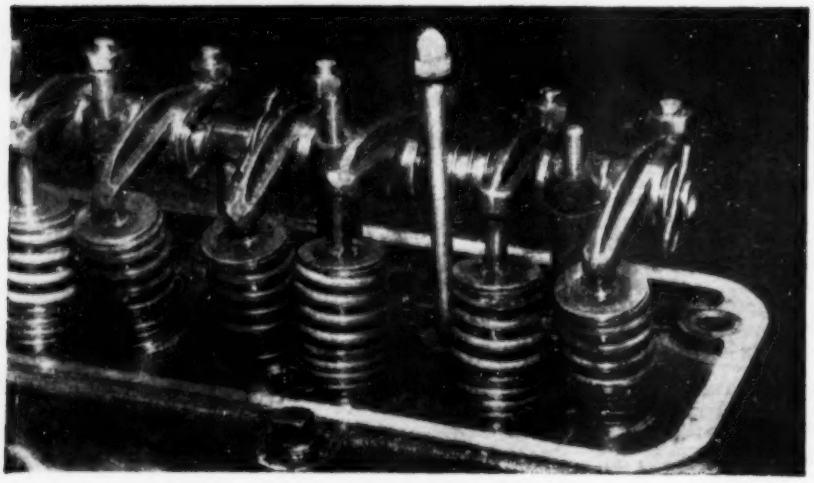
Influential Factors

It is believed that the reduction in additive concentration in the oil from this cause would normally be quite small, but it would vary from one additive to another and would be influenced by the type of engine, type of oil and the running conditions.

Loss of additive from the oil by the removal of insoluble products formed from the additive is not strictly attributable to the filter, for the benefits conferred on the oil by the additive would diminish according to the extent of the additive decomposition, whether the oil were filtered or not. However, any insoluble compound so formed would be removed by the filter and would, therefore, affect its useful life.

In short, there are many variations arising from different types of oils, additives, conditions of service and filters, so that the problem certainly is a complex one. The car owner, however, need not concern himself with the possible removal of additive or the colour of the oil, provided that he continues to carry out oil changes and filter cleaning at the recommended intervals.

Of the effectiveness of the detergent additive in preventing the deposition of sludge in the engine there can be no doubt. In new engines the oil keeps the lubricating system and the interior of the engine so free from deposits that, after many thousands of miles' running, the engines appear to be in virtually new condition when stripped down. Broadly speaking, petrol engines do not need the use of highly detergent oils such as are often used in diesel engines, because the latter use a fuel of much lower volatility which is thus more difficult to burn, in addition to being less highly refined than petrol. The use of mildly detergent oils in used engines does not disturb existing sludge, but the gummy and varnish-like deposits on rubbing surfaces, such as piston walls, in piston ring grooves and on burning surfaces, are gradually dispersed.



After 32,000 miles, during which the normal oil changes were made, the valve gear of this engine showed no signs of sludge; a modern oil was used throughout this period. This is a distinct contrast to the glutinous mass exposed by removal of the valve cover in the days before anti-oxidant and detergent oil additives.

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NEWS and VIEWS

Bentley Road Test M.P.G.

OWING to a most regrettable error, the overall fuel consumption of the Bentley sports saloon with automatic transmission was given as 12.3 m.p.g., over 206 miles, in the Road Test published in *The Autocar* of November 6 (page 733). This should have read 16.0 m.p.g. for the distance quoted (17.7 litres per 100 km instead of 23 as originally printed).

The Road Test stressed the superior acceleration performance, in general, displayed by this car fitted with the automatic transmission, as compared with the model previously tested with the normal four-speed gear box and conventional clutch. The unfortunate error in basic calculations revealed by a re-check of the data involved has provided a distorted impression of the fuel consumption obtainable under give and take conditions from the latest Bentley fitted with automatic transmission and *The Autocar* is happy to emphasize the correct test figure.

In order that readers may readily correct the Road Test in their copies of *The Autocar* the new entry is set out suitably below :—

16.0 m.p.g. overall for 206 miles (17.7 litres per 100 km).

Suppressors

IN the House of Commons the advisability of fitting suppressors to cars has again been raised. Mr. Gammans, the Assistant Postmaster-General, said that from July 1 of this year all new cars were fitted with suppressors. He was frequently asked why the Government did not make it compulsory to fix suppressors on old cars, and he could give the answer only that it was no good making regulations unless they had the machinery to enforce them. Such a regulation would mean an army of inspectors poking their noses into the bonnets of old cars to see if suppressors had been fitted. He said that the problem of suppression was a very difficult one and could not be solved quickly or easily.

Replying to a brief debate on road safety, Sir Hugh Lucas-Tooth, the Under-Secretary to the Home Office, said that in 1952 the police instituted proceedings for exceeding the 30 m.p.h. speed limit in 64,000 cases. They issued a further 7,000 written warnings. The result of these proceedings was fines amounting to £109,000, an average of rather more than £2 per head.

In reply to a question in the House, the Minister of Transport said that it was not his present intention to introduce legislation making it compulsory for pedestrians to observe automatic traffic lights.

De Luxe Morris Models

FOR the first time since the war all Morris cars are now offered with a de luxe specification. On the Minor and Oxford this includes a heater, over-riders, twin vizors, and leather-covered seat cushions and squabs. Normal equipment includes one vizor and leathercloth upholstery. The de luxe Morris Six has a heater and leather upholstery.

Prices, including purchase tax, of the new models are as follows, with the prices of the ordinary cars given in brackets: Minor two-door, £552 4s 2d (£529 10s 10d); Minor convertible £550 15s 10d (£529 10s 10d); Minor four-door, £588 6s 8d (£560 14s 2d). The de luxe Oxford saloon costs £753 7s 6d (£708 15s), and the Morris Six £884 8s 4d (£844 0s 10d).

G.M. Buys Willow Run

GENERAL MOTORS have bought the huge Willow Run factory in Michigan from the Kaiser corporation for about £9,280,000. The works was built for the U.S. Government in 1941 at a cost of over £21,000,000 and was sold to Kaiser after the war. Last April Kaiser bought up the Willys-Overland company and it is to the Willys works in Toledo, Ohio, that Kaiser production will now be transferred.

General Motors offered over £1,000,000 more for Willow Run than their nearest rivals. Their offer was no doubt affected by their shortage of factory space following the destruction by fire of their Hydra-Matic transmission manufacturing works last August.

Von Eberhorst for Auto Union

NEW technical director of the German Auto Union group is Professor Dr. Ing. Eberan von Eberhorst. He was with this company from 1933 to 1941, and the technical development of the Auto Union racing and record-breaking cars is linked with his name. In 1941 he accepted a chair at the Dresden Technical College, but since 1948 he has been in England working as chief engineer with E.R.A., later joining David Brown Tractors in connection with Aston Martin and Lagonda cars.

Photograms, 1954

ONCE more the annual review of the world's photographic art has been published for *Amateur Photographer Photograms of the Year*, which began publication in 1895 as an illustrated review of the year's leading exhibitions of pictorial photography, is now presented in its 59th consecutive volume. It contains a selection from the more important photographic salons of the year with a critical commentary by R. H. Mason, M.A., F.R.P.S., F.I.B.P. Copies are available from booksellers and photographic dealers at 12s 6d.

F.B.I. Recommends

IN a report issued by the Federation of British Industries that has been sent to the Chancellor of the Exchequer, it is stated that British roads are more congested than those of any other industrial power, and they are indeed the most congested in the world. The statement says that the annual loss to the country through

Extravagant claims have been made for this French car, built by the Compagnie Normande d'Etudes and designed by Cassimir Loubières, called the Symetric. It has an orthodox petrol engine which drives a generator which in turn supplies power to electric motors in each of the road wheels. When the throttle pedal is released the motors in the wheels act as brakes. In general conception the design is not revolutionary, British petrol-electric buses having used similar propulsive methods.

NEWS and VIEWS . . . . . continued

inadequate roads has been estimated at about £60,000,000, made up by the following itemized losses: time, £26,000,000; fuel, £12,000,000; tyres, £3,000,000; vehicle repairs, £9,000,000; and accidents (insurance), £10,000,000. These figures are taken from an estimate made in 1947 and are based on 1946 prices, so the loss is now much greater.

For the period 1948 to 1952 the total capital expenditure in various categories, excluding repairs and maintenance, was as follows: railways, £218,000,000; air transport, £69,000,000; coal, £152,000,000; gas, £177,000,000; electricity, £676,000,000; manufacturing industry, £2,237,000,000; and roads, £43,000,000.

As a result of the report, the F.B.I. recommends that the Government be urged to reconsider priorities for new capital expenditure and the allocation of raw materials, and to give a much higher priority to the construction of modern motorways and the development of existing roads.

Production Record

DURING October the weekly British car output of 13,292 was a new record. In September, weekly production was 12,861. Total October production was 53,000 compared with September's 64,304.

The Society of Motor Manufacturers and Traders points out in connection with the monthly totals that September production figures were based on a five-week period while October figures covered a four-week period.

Autobahn Link Opened

A GAP in the *autobahn* near Frankfurt has been closed, providing a complete *autobahn* from Berlin right through to Salzburg.

30 m.p.h. for L-Drivers?

THE Minister of Transport is considering the suggestion that drivers of vehicles with a learner's licence should not be permitted to exceed 30 m.p.h.

BOOKS RECEIVED

The John Cobb Story, by S. C. H. Davis, published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 12s 6d.

Any new book from the pen of "Sammy" Davis, for so long Sports Editor of *The Autocar*, is something of an event in the world of the enthusiast. When, in addition, the book concerns the life of a man as famous in the annals of motor racing as the late John Rhodes Cobb the interest is intensified. This book is completely absorbing, written as it is in the pleasantly informal style familiar to devotees of the works of S.C.H.D. As he knew John Cobb better than almost anyone connected with either motoring or writing it is also very comprehensive and authoritative, and the chapters devoted to Cobb's many record attempts are illuminating and instructive. But it is the story of the man, from boyhood upward, which remains the main object of the book, and from which his quiet but strong personality emerges in an almost uncanny way.

The book is well produced and illustrated, and carries an appendix listing John Cobb's records in full.

Scottish Show Record

WHEN the Scottish Show closed last Saturday attendance was found to have reached the record total of 167,127, nearly 37,000 more than in 1949, the previous best year.

Another Porsche Engine Size

THE already wide range of Porsche engine sizes is being increased by the development of a 1.3-litre four-cylinder version developing 60 b.h.p. This will be an overhead camshaft air-cooled unit.

Lancia Sold

AFTER a series of rumours, and denials from the Lancia factory, it is now understood that the firm has in fact been sold "to an industrialist."

In 1910 Vincenzo Lancia, who had previously been with the Fiat company, and who had acquired a reputation as a racing driver, started manufacture on his own. From that time until the recent sale the concern has always been a family affair and quality has always been put before quantity. As Lancia cars have always been in the forefront of progress in car design the future is awaited with interest.

It is understood in Italy that a more businesslike approach to production is needed to keep the company solvent, but it is to be hoped that this will not result in a lowered standard of quality in workmanship or design.

Winking Indicators

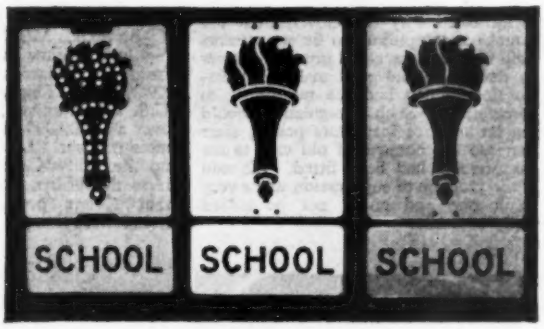
ASKED to state the technical considerations which led him initially to condemn the flashing light traffic indicator, the Minister of Transport was said not to have condemned them but to be weighing arguments on both sides before a final decision as to their use was taken.

Continental Styling

A REFERENCE to the brilliant styling of the Bentley Continental, on page 805 of the November 20 issue of *The Autocar*, was in error in attributing it to Hooper. This body is, as readers are well aware from the multitude of references in this journal, the work of H. J. Mulliner and Co., Ltd., in company with Bentley Motors. The car was shown by Clyde Automobile of Glasgow, and the reference was in the article, "Critic at Kelvin," based on the Scottish Show.

Flashing Beacons Under Fire

FLASHING beacons came in for heavy criticism in the House of Commons last week. In their defence, the Parliamentary Secretary to the Ministry of Transport said that they were decided on after extensive trials and were supported by recognized authorities; the Minister proposed to make them compulsory after local authorities had had time to install the mechanism. Where many crossings were involved within sight of each other, the previous feeling that the flashing should not coincide had been reversed; the lights should now synchronize.



The central sign of the three seen in this unretouched illustration is made with an evenly reflecting white background, incorporating fine glass in the finish, and matt black paint for the symbol and lettering. (See accompanying paragraph.)

DEVELOPMENTS IN ROAD SIGNS

NEW types of road signs are on display at a private exhibition being held by Gowshall, Ltd., Lambs Conduit Passage, Red Lion Square, London, W.C.1. The firm makes virtually all the types of road signs approved by the Ministry of Transport as well as pedestrian crossing beacons, and suchlike. For some time, however, their aim has been to produce signs which are more easily visible at night than the ordinary painted type which have been universally used for many years.

One result of these efforts has been the introduction of signs in which the white background is impregnated with tiny pieces of glass, of seven-thousandths of an inch diameter, giving an even, luminous effect when lit by approaching head lamps. In contrast, the actual lettering of the sign is painted matt black. The result is very satisfactory, as can be seen in the illustration. The left-hand sign uses the orthodox type of reflecting studs, and the sign on the right is finished in ordinary high-gloss paint. It is noticeable that the matt finish of the black part of the sign in the centre illustration is much clearer than that on the right, and that the even reflector finish of the white paint on the centre sign is particularly effective.

The Gowshall company is also showing how p.v.c. plastic is now being used for road signs. In this case the p.v.c. surfaces have the lettering (which may be of any colour) impregnated in them and these panels are in turn attached to normal signpost backgrounds. The advantage of this material is that the lettering stays clearly legible for years without that need for repainting which applies to ordinary signs.

UNBEATABLE

The manufacturer who makes your car, the mechanic who services it, praise Essolube's cleanliness, its efficiency, its reliability. And motorists who value the good condition of their engines insist on Essolube for its high quality

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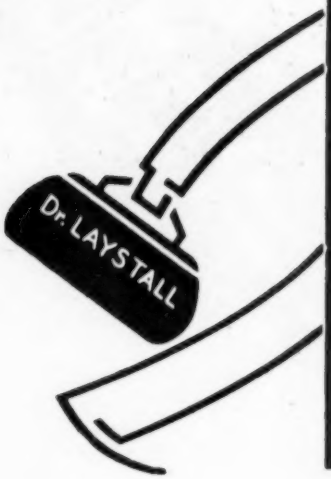
"Dr." LAYSTALL says:

"Horses for Sale"!



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Provides :

9.3 to 1 compression ratio.
20% increase in B.H.P.
Smoother running.
Greater acceleration.
Better petrol consumption.
Stage II valves and springs.
Improved air flow.
16 lb. saving in weight.
It costs £18 ready for fitting and can be fitted for £2.2.0.

Interchangeable on Models TB, TC, TD, and TF, M.G.s also Wolseley 4/44.

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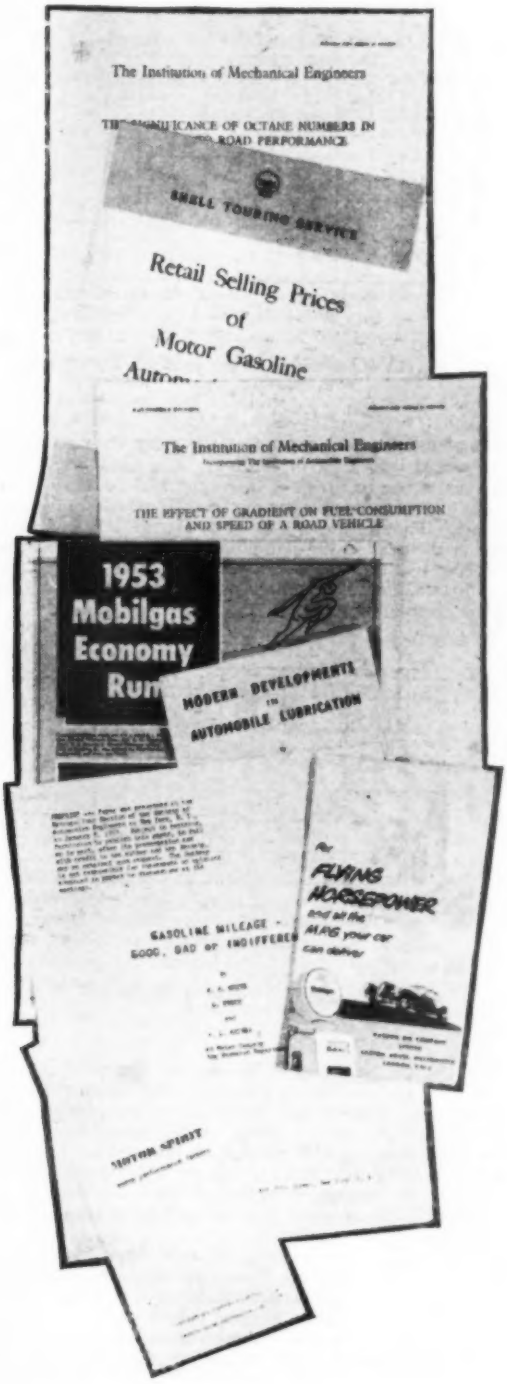
Aspects of FUEL CONSUMPTION



WHEN IT COSTS 4s 6d A GALLON IT IS AS WELL TO KNOW WHERE THE MONEY GOES

PART II (Conclusion)

By MICHAEL BROWN

YOU were left, in the best aerial space-ship manner, dangling in mid-air (mid-universe?) at the end of Part I, having learned how to increase petrol consumption by 65 per cent by pulling the choke right out. The precision of that figure was achieved by an elaborate test rig devised by Ford engineers (page 809, November 20), and the graphs under discussion were extracted from their Paper*.

Take a good, long look at Fig. 9, because the lesson it

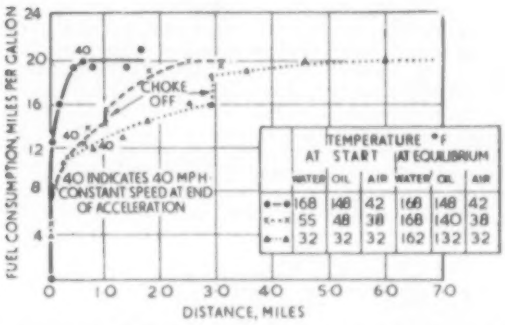


Fig. 9: Effect of starting temperatures on m.p.g. Note the sharp drop in consumption when the choke is released.

conveys can also be evaluated in £ s d. It is the petrol consumption of a car in the first few miles after a start; this car had a normal m.p.g. figure of 20 at 40 m.p.h., and the test drive was to start, using the choke as far as was necessary, change up in the normal way and proceed at a steady 40 m.p.h. until the warm-up was completed. The three conditions, as can be confirmed from the inset temperature data panel, were: (i) on a cold morning with everything at freezing point; (ii) with the outside temperature rather cold at 38 deg F, but with the engine a little warmer, simulating a car that has enjoyed garage protection, and (iii) with the outside air still rather cold at 42 deg F, but with the engine well warmed up.

Translated into ordinary owner practice, this graph advises giving the car garage protection, putting a rug over

* *Gasoline Mileage—Good, Bad or Indifferent*, by H. S. White, O. Enoch and A. L. Haynes, read before the S.A.E. in January 1953.

Aspects of FUEL CONSUMPTION . . . . . continued

the bonnet and using an underbonnet lamp to keep the engine temperature up. Over a distance of seven miles from rest the car in conditions (i) used 0.43 gallons; in conditions (ii) 0.40 gallons, and (iii) 0.36 gallons. In terms of (British) petrol cost only, therefore, those first seven miles cost owner (ii) 2.16d more than they cost owner (iii), and owner (i) 1.62d more than they cost owner (ii). The big decision here, of course, is whether the 1.62d should be spent on paraffin for a heater lamp. Bearing in mind the other issues involved (neat petrol down the bores and so forth), the answer would seem to be yes, especially if the interval in the garage is only one night.

The frugal owner positively warms to this sort of research; metaphorically speaking, he begins to hear the jingle of the pennies in his trouser pocket. If he can correctly absorb the significance of the columns of Fig. 10

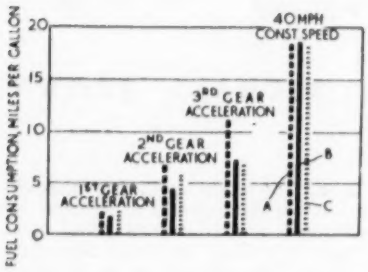


Fig. 10: Three different ways of attaining 40 m.p.h., and their cost of doing so. Also a trap for the unwary (see text).

there is every chance of there being an odd sixpence amongst them after a few journeys. A, B and C are m.p.g. columns for three methods of acceleration. A is part-throttle, with a change up at 10 and 25 m.p.h. (three-speed box); B is full-throttle, changing at 10 and 25 m.p.h.; C is also full-throttle, but changing gear at 20 and 25 m.p.h. Now this graph can be very misleading, because it suggests that wide open throttle acceleration is the most economical. The columns represent, however, the amount of petrol consumed in each gear and do not take into account speed and distance travelled. On a basis of distance travelled part-throttle acceleration saved about 15 per cent of fuel as compared with full-throttle acceleration, though the car took 1½ times as long to reach 40 m.p.h. "The economically minded driver," remark the Ford engineers, "can, when in no particular hurry, save fuel by a light foot

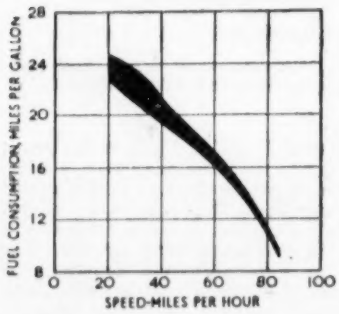


Fig. 11: The dagger at the heart of a bank balance. What it costs to go fast.

on the gas pedal." It is an interesting thought that a "beat-up" of a complete stranger from traffic lights costs about 0.2d extra in fuel. Is it worth it?

Speed is costly in fuel, and Fig. 11 shows just how costly. No comment is needed here, but the juncture is apt for the reminder that the horse-power required to overcome wind resistance increases with the cube of the car speed:

$$HP \propto (m.p.h.)^3$$

Gently does it, even in stopping. In Fig. 12 we have three drivers' methods simulated. Driver A pressed on until the last moment, then braked hard from 40 m.p.h. to standstill; B decelerated from 40 to 20 m.p.h., then braked gently to a standstill, and C went a bit farther by coasting from 40 to 20 m.p.h. and then braking softly to a standstill. The stop cost A a halfpenny more than it cost B and C at 4s 6d a gallon.

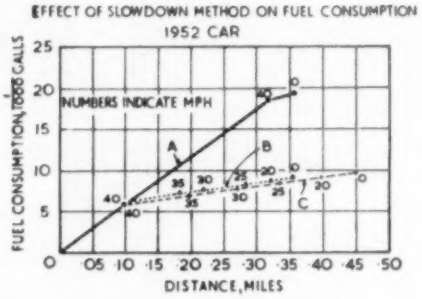


Fig. 12: Results of a crash stop from 40 m.p.h. as compared with coasting stops.

For a pictorial representation of the story with a moral, Fig. 13 would take a lot of beating. The hard black line is the track of the bad man of motoring, and the fairy footsteps of the dotted line belong to Goody Two-Shoes behind the wheel. They changed gear at I, II and III, and they stopped at the peak of their graphical Everest; and one mile of motoring had cost the bold, bad man about a halfpenny more, which Goody Two-Shoes no doubt went round and blued on raspberry drops. End of Ford Fairy Tale.

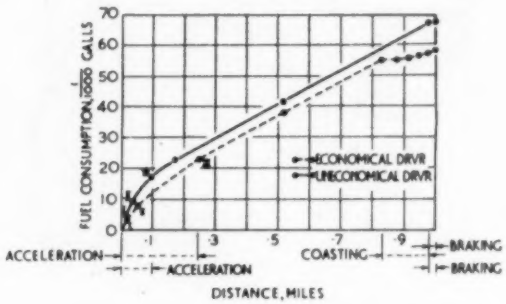


Fig. 13: Sheep and goats. One mile in the life of two contrasting drivers.

Something in the nature of an interim summary can be seen in Fig. 14, and we can imagine the malpractices of "Poor Driver," who was, say the Ford engineers, cryptically, "Jack rabbit type, engine idling during long stops, etc." But the tremendously wide differences between car one and three should be appreciated; car one has a fuel consumption over 50 per cent better than that of car three, and *it all depends on the usage and driving*. In other words, you, too, can save 2s 3d a gallon. . . .

The rest of the Ford investigation concerned small items of car maintenance that are usually ignored. Large variations are possible in fuel consumption as a result of major engine condition, such as burned valves or stuck piston rings, and Figs. 15, 16 and 17 therefore show the effect on m.p.g. of three items whose efficient maintenance is well within the compass of the owner.

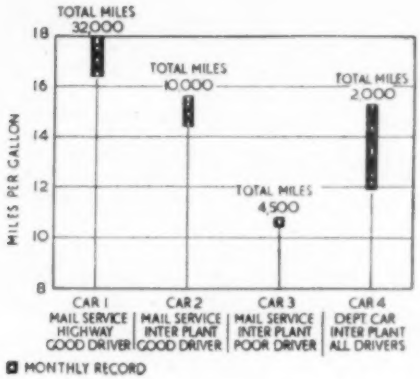


Fig. 14 : At your command. Differences in fuel consumption attributed to type of usage and driver.

The effect of a dirty air cleaner over the normal speed range is shown in Fig. 15, the loss being about 1.5 m.p.g. This was a rather extreme case as the air cleaner held about 200 grammes of dust—equivalent to that from 200 miles of gravel country road, driving 30 yards behind another car. However, the moral is plain enough.

At first glance Fig. 16 looks a bit complicated, it being three graphs in one. However, it represents three effects of an exhaust system that differs from a standard clean system. To the left of the zero axis, there is less back

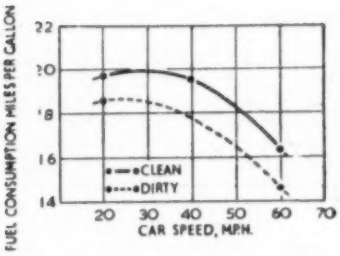


Fig. 15 : It costs money to suck air through a dirty air cleaner.

pressure than standard and to the right of the zero axis there is more, up to 3 lb in fact. Over this range power is reduced, specific fuel consumption is increased, and there is a change in octane requirement of the engine. As we are concerned with m.p.g., the centre curve amounts to the good advice to check that the exhaust system is unobstructed by such things as a casual reverse into a high pavement kerb which has resulted in a kink in the tail pipe. The effect of back pressure is, needless to say, more noticeable at full throttle conditions than at part throttle.

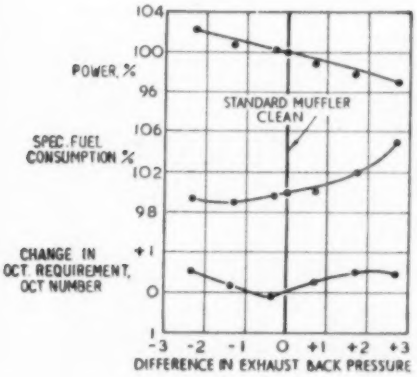


Fig. 16 : Three effects of back pressure within the exhaust system.

The effect of engine idling speed on fuel consumption is not very pronounced, as may be seen from Fig. 17. What is of great interest about this graph, I feel, is its confirmation of the extreme accuracy of the Ford m.p.g. test rig. The points on the scale represent variations in fuel consumption over only 50 r.p.m. and during periods of only one minute, and yet the curve is never farther than a minute distance away from the points.

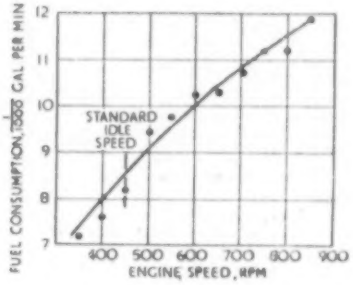


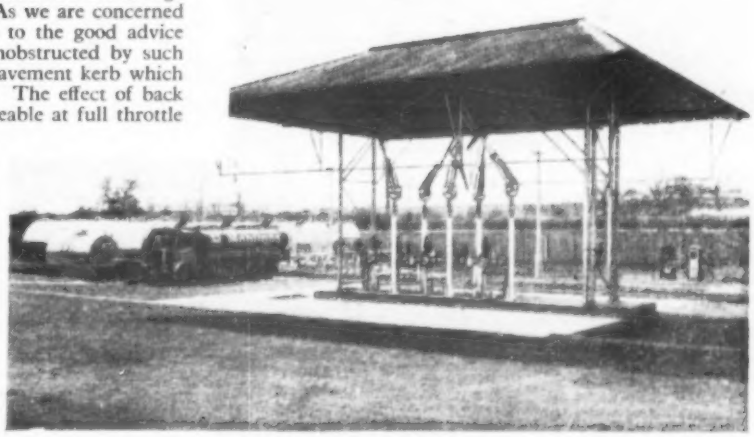
Fig. 17 : The idle moment costs money — but not very much.

Finally, figures may be quoted which will assist in gauging the effect of tyre inflation on m.p.g. Below appears the absorption in b.h.p. of four tyres (7.10—15in) on a car weighing 3,960 lb and travelling at 30 m.p.h. Standard recommended pressure was 24 lb per square inch. At such a speed and with the normal car load power absorption changes by about 15 per cent for 4 lb per square inch change in inflation pressure.

Inflation lb per sq in	Power absorption b.h.p.
20	7.60
24	6.64
28	5.76

Well, now you know. The advice of these engineers is not to seek the quack remedy for extravagance in a car engine but to apply the old motto, "Physician, heal thyself." Or, in their own words:

"We look with scepticism on those who claim that here is a 'gimmick' or here is a capsule which, if placed on the engine or in the gas tank or in your lubricating system, will give you sensational mileage and extraordinary fuel consumption. We would like to remind all those who seek better fuel economy that perfection is the sum of trifles, but perfection itself is no trifle."



NO-PAYMENT FILL-UPS. The slender "pumps" of this filling station are for road tankers and they discharge from a terminal capacity of 72,000 gallons, kept supplied from the Mobilgas refinery at Coryton by 3,600-gallon tankers. The terminal is at Coventry.

"The Autocar" New Car Price Guide

Make and Model	No. of Cyls. and Capacity	Overall Length	Over-all Width	List Price	British Total with P.T.	Latest Road Test
	c.c.	ft in	ft in	£	£ s d	
A.C. 2-litre 2-door	6–1,991	15 4	5 7	1,027 12/2	1,456 18 1	19/9/52
Four-door	6–1,991	15 4	5 7	1,107 19/4	1,570 14 11	—
Ace 2-seater	6–1,991	12 5	4 11½	915	1,297 7 6	—
ALLARD Monte Carlo	8–3,622	16 0	6 0	1,375	1,949 0 10	—
Safari estate car	8–3,622	16 6	6 0	1,250	1,771 19 2	—
K.3 3-seater	8–3,622	14 9	5 6	1,100	1,559 9 2	—
Palm Beach 3-seater	4–1,508	13 1½	4 11	720	1,021 2 6	—
Palm Beach 3-seater	6–2,262	13 1½	4 11	750	1,063 12 6	—
ALVIS 3-litre	6–2,993	15 2½	5 6	1,250	1,771 19 2	16/10/53
D.H. coupé	6–2,993	15 2½	5 6	1,325	1,878 4 2	—
ARMSTRONG SIDDELEY						
Whitley 4-light	6–2,309	15 5	5 8	1,000	1,417 15 10	—
Whitley 6-light	6–2,309	15 5	5 8	1,000	1,417 15 10	—
Hurricane coupé	6–2,309	15 6	5 8	1,000	1,417 15 10	—
Sapphire	6–3,435	16 1	6 0	1,215	1,722 7 0	17/7/53
ASTON MARTIN DB2-4	6–2,580	14 1½	5 5	1,850	2,621 19 2	2/10/53
Convertible	6–2,580	14 1½	5 5	1,950	2,763 12 6	—
AUSTIN A.30 Seven	4–800	11 4½	4 7½	335	475 14 2	10/10/52
A.30 four-door	4–803	11 4½	4 7½	355	504 0 10	—
A.40 Somerset	4–1,200	13 3½	5 3	449	637 4 2	18/4/52
A.40 coupé	4–1,200	13 3½	5 3	479	679 14 2	9/10/53
A.70 Hereford	4–2,199	13 11½	5 9½	596	845 9 2	23/3/51
A.70 Countryman	4–2,199	13 11½	5 9½	747	1,059 7 6	—
A.125 Sheerline	6–3,995	15 11½	6 1	1,307	1,852 14 2	7/5/48
A.135 L.W.B.	6–3,995	17 11	6 2½	1,750	2,480 5 10	—
A.135 Princess III	6–3,995	16 4½	6 2½	1,540	2,182 15 10	—
Touring limousine	6–3,995	16 4½	6 2½	1,590	2,253 12 6	—
BENTLEY chassis	6–4,566	—	—	2,270	3,216 19 2	—
Sports saloon	6–4,566	16 8	5 9	3,100	4,392 15 10	6/11/53
Continental	6–4,566	17 3	5 11	4,890	6,928 12 6	12/9/52
BMW Type 501	6–1,971	15 9	5 11	1,750	2,480 5 10	—
BORGWARD 1500	4–1,498	14 7½	5 4	1,704	2,416 2 6	—
1800	4–1,498	14 7½	5 3½	970	1,375 5 10	—
1800 diesel	4–1,758	14 7½	5 3½	1,050	1,488 12 6	—
2400	6–2,337	14 6½	5 10½	1,395	1,977 7 6	—
BRISTOL Type 403	6–1,971	15 11½	5 7	2,100	2,976 2 6	—
Type 404 coupé	6–1,971	14 3½	5 8	2,500	3,542 15 10	—
CITROEN 2 c.v.	2–375	12 4½	4 10½	398	564 19 2	23/1/53
Light 15	4–1,911	14 7	5 5½	685	971 10 10	28/3/52
Big 15	4–1,911	15 6½	5 10	740	1,049 9 2	20/3/53
Six	6–2,866	15 11	5 10	940	1,332 15 10	26/6/53
DAIMLER Conquest	6–2,433	14 9½	5 6	1,066	1,511 5 10	8/5/53
Roadster	6–2,433	14 9½	5 6	Export only		—
Straight Eight	8–5,460	18 5½	6 1½	3,570	5,058 12 6	—
DELLOW						
Mark II sports	4–1,172	11 4	4 7	448	635 15 10	—
Mark III tourer	4–1,172	11 11	4 9	498	706 12 6	—
FORD (Br.) Popular	4–1,172	12 8½	4 8½	275	390 14 2	—
Anglia	4–1,172	12 7½	5 0½	360	511 2 6	—
Prefect	4–1,172	12 7½	5 0½	395	560 14 2	—
Consul	4–1,508	13 8½	5 4	470	666 19 2	13/4/51
Convertible	4–1,508	13 8½	5 4	570	808 12 6	—

Make and Model	No. of Cyls. and Capacity	Overall Length	Over-all Width	List Price	British Total with P.T.	Latest Road Test
	c.c.	ft in	ft in	£	£ s d	
FORD (Br.)—contd.						
Zephyr	6–2,262	14 4½	5 3½	532	754 15 10	23/11/51
Convertible	6–2,262	14 4½	5 3½	677	960 4 2	—
FORD (Fr.) Vedette limousine	8–2,158	15 4	5 8	967	1,371 0 10	—
Vendome limousine	8–3,923	15 4	5 8	1,108	1,570 15 10	—
FRAZER-NASH						
Mark II Competition	6–1,971	11 9	5 3½	2,250	3,188 12 6	—
Targa Florio turismo	6–1,971	12 6	5 1½	1,950	2,763 12 6	—
Targa Florio sports	6–1,971	12 6	5 1½	2,250	3,188 12 6	2/1/53
Le Mans coupé	6–1,971	13 0	5 1½	2,250	3,188 12 6	—
Mille Miglia	6–1,971	12 6	5 1½	2,300	3,259 9 2	—
HEALEY Tickford	4–2,443	14 6	5 5	1,218	1,726 12 6	14/3/52
Abbott coupé	4–2,443	14 6	5 5	1,268	1,797 9 2	—
3-litre coupé	6–2,993	14 2	5 5	1,250	1,771 19 2	2/5/52
Austin-Healey 100	4–2,660	12 7½	5 0½	750	1,063 12 6	11/9/53
Nash-Healey	6–4,138	—	—	Export only		—
HILLMAN Minx	4–1,265	13 3½	5 3½	470	666 19 2	2/12/49
Californian coupé	4–1,265	13 3½	5 3½	510	723 12 6	21/8/53
Convertible	4–1,265	13 3½	5 3½	510	723 12 6	21/12/51
Estate car	4–1,265	13 8	5 3½	540	766 2 6	21/9/51
H.R.G. 1½-litre 2-str.	4–1,497	12 0	4 7	893	1,269 0 10	—
HUMBER Hawk	4–2,267	15 0½	5 10	695	985 14 2	29/12/50
Touring limousine	4–2,267	15 0½	5 10	775	1,099 0 10	—
Super Snipe	6–4,139	16 5	6 1½	985	1,396 10 10	29/5/53
Touring limousine	6–4,139	16 5	6 1½	1,065	1,509 17 6	—
Pullman limousine	6–4,139	17 7½	6 2½	1,395	1,977 7 6	4/7/52
Imperial	6–4,139	17 7½	6 2½	1,395	1,977 7 6	21/10/49
JAGUAR Mark VII	6–3,442	16 4½	6 1	1,140	1,616 2 6	25/4/52
XK120 Super sports	6–3,442	14 5½	5 2	1,130	1,601 19 2	14/4/50
F.H. coupé	6–3,442	14 5½	5 2	1,140	1,616 2 6	17/10/52
D.H. coupé	6–3,442	14 5½	5 2	1,160	1,644 9 2	—
XK120C 2-seater	6–3,442	13 1	5 4½	1,495	2,119 0 10	—
JENSEN Interceptor	6–3,993	15 8	5 6	1,700	2,409 9 2	7/9/51
Cabriolet	6–3,993	15 8	5 6	1,700	2,409 9 2	—
Model 541	6–3,993	14 6	5 3	1,250	1,771 19 2	—
JOWETT Javelin	4–1,486	14 0	5 2	625	886 10 10	29/6/51
Jupiter IA coupé	4–1,486	14 0	5 2	725	1,028 4 2	9/1/53
R.4 sports	4–1,486	11 7	5 2½	545	773 4 2	—
LAGONDA 3-litre D.H. coupé	6–2,922	16 4	5 9½	2,260	3,202 15 10	—
	6–2,922	16 4	5 9½	2,260	3,202 15 10	—
LANCHESTER 14	4–1,968	14 6½	5 5½	998	1,414 19 2	—
2½-litre Dauphin	6–2,433	15 5	5 7	2,830	4,010 5 10	—
LEA-FRANCIS 14	4–1,767	15 1	5 4	1,130	1,601 19 2	—
Estate car	4–1,767	15 1	5 4	1,130	1,601 19 2	—
Eighteen	4–2,496	15 1	5 4	1,380	1,956 2 6	—
2½-litre sports	4–2,496	14 1	5 3	1,240	1,757 15 10	—
MERCEDES-BENZ						
170S-V	4–1,767	14 7½	5 3	975	1,382 7 6	—
170S-D diesel	4–1,767	14 7½	5 3	1,165	1,651 10 10	—
180	4–1,767	14 7½	5 8½	1,195	1,694 0 10	—
220	6–2,195	14 9½	5 6½	1,427	2,022 14 2	—
Cabriolet B	6–2,195	14 9½	5 6½	1,837	2,603 10 10	—
300	6–2,996	16 3	6 0½	2,329	3,300 10 10	23/5/52
Cabriolet D	6–2,996	16 3	6 0½	2,834	4,015 19 2	—

Make and Model	No. of Cyls. and Capacity	Overall Length	Over-all Width	List Price	British Total with P.T.	Latest Road Test
	c.c.	ft in	ft in	£	£ s d	
M.G. TF Midget	4–1,250	12 3	4 11½	550	780 5 10	—
Magnette	4–1,489	14 1	5 3	645	914 17 6	—
MORGAN 2-str.	4–2,088	11 8	4 8	565	801 10 10	—
Four-seater	4–2,088	11 8	4 8	580	822 15 10	—
Coupé	4–2,088	11 8	4 8	620	879 9 2	27/4/51
MORRIS Minor 2-dr.	4–800	12 4	5 1	373	529 10 10	—
Four-door	4–800	12 4	5 1	395	560 14 2	28/11/52
Tourer	4–800	12 4	5 1	373	529 10 10	30/6/50
Travellers car	4–800	12 5	5 1	422 10	599 13 4	—
Oxford	4–1,477	13 9½	5 5	499 10	708 15 0	25/8/50
Travellers car	4–1,477	13 9½	5 5	524	743 9 2	6/2/53
Six	6–2,215	14 9	5 6	595	844 0 10	28/4/50
PARAMOUNT 4-str.	4–1,172	13 10	5 6	625	886 10 10	—
PEUGEOT Type 203	4–1,290	14 3	5 3½	695	985 15 10	—
PORSCHE 1500	4–1,488	12 11½	5 5½	1,120 8	1,971 0 0	6/11/53
Convertible	4–1,488	12 11½	5 5½	1,238 5	2,200 0 0	—
RENAULT 750	4–748	11 10	4 8½	430	610 5 10	1/5/53
D.H. coupé	4–748	11 10	4 8½	545	791 7 6	—
2-litre	4–1,996	15 5	5 8	829	1,175 10 10	13/2/53
RILEY 1½-litre	4–1,496	14 11	5 3½	850	1,205 5 10	27/3/53
Pathfinder	4–2,443	15 3	5 7	975	1,382 7 6	—
ROLLS-ROYCE						
Silver Wraith chassis	6–4,566	—	—	2,445	3,464 17 6	—
Silver Dawn chassis	6–4,566	—	—	2,420	3,429 9 2	—
Sports saloon	6–4,566	16 9	5 10	3,250	4,605 5 10	16/10/53
ROVER 60	4–1,997	14 10½	5 5½	820	1,162 15 10	—
75	6–2,103	14 10½	5 5½	895	1,269 0 10	15/8/52
90	6–2,103	14 10½	5 5½	915	1,297 7 6	—
SINGER Roadster	4–1,497	12 7½	4 10	519 15	737 8 0	28/9/51
S.M.1500	4–1,497	14 8½	5 3	630	893 12 6	10/4/53
STANDARD Eight	4–803	11 10	4 10	339	481 7 6	18/9/53
Vanguard	4–2,088	14 0	5 9	590	836 19 2	13/3/53
Estate car	4–2,088	13 6½	5 9	682 10	968 0 0	12/12/52
SUNBEAM-TALBOT 90	4–2,267	13 11½	5 2½	825	1,169 17 6	6/3/53
Convertible	4–2,267	13 11½	5 2½	855	1,212 7 6	—
Alpine	4–2,267	14 0½	5 2½	895	1,269 0 10	—
TRIUMPH						
TR.2 sports	4–1,991	12 4	4 7½	555	787 7 6	—
Renown	4–2,088	15 1	5 4	775	1,099 0 10	24/2/50
VAUXHALL						
Wyvern	4–1,507	14 4½	5 7½	495	702 7 6	8/8/52
Velox	6–2,262	14 4½	5 7½	535	759 0 10	13/6/52
VOLKSWAGEN	4–1,131	13 4½	5 0½	422 10	599 13 4	3/4/53
WOLSELEY						
Four-Forty-Four	4–1,250	14 5	5 1	595	844 0 10	12/6/53
Six-Eighty	6–2,215	14 9	5 6	670	950 5 10	20/6/52

No. 1515: SIMCA ARONDE SALOON

The curved lines of the latest radiator grille are an improvement on the previous design. The high overriders prevent damage to the winking indicators and in general the Aronde has clean modern lines.

The Autocar ROAD TESTS

FOR more than twenty years the Simca company of France have been manufacturing cars under Fiat licence and until the Aronde saloon was introduced in the early part of 1951 they were almost identical with the products of the Turin factory. The Aronde is one of the few cars which has been designed as a roomy four-seater and the manufacturers very rightly make no claim for it to be otherwise, with no pretence about being able to seat three abreast.

It is of unit construction, the box section frame side members and uprights having the stiffened body panels electrically welded to them to form a rigid structure to which engine, transmission and axles are bolted. Recent modifications to the Aronde include the adoption of Gemmer steering gear, which is an American design manufactured in France, and Armstrong double-acting spring dampers. The frontal appearance has been altered slightly by modifying the grille, while winking traffic indicators are now placed immediately above the wrap-round portion of the front bumper and are visible ahead and laterally. The spare wheel position has also been changed.

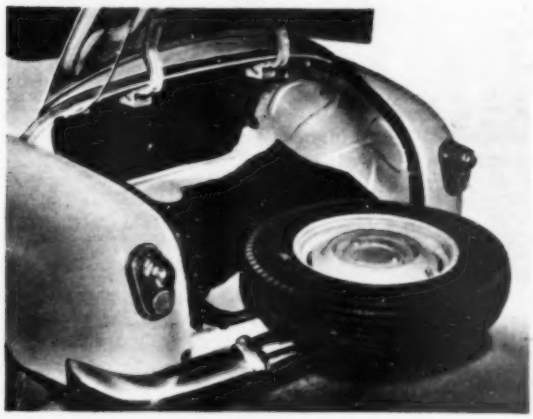
Weather conditions during the test included everything except snow and ice and it can be said straight away that the car felt very safe, displaying little of the tendency to oversteer that was so noticeable with the model tested two years ago by *The Autocar*. The changes in steering gear and dampers have no doubt tended towards this improvement.

The competition background of the products of the Simca factory are evident in the Aronde and this docile-looking family car, for that is what it is, has an excellent performance for its size. Its ability to produce good average speeds is owed partly to its cornering abilities and partly to the overhead valve four-cylinder engine, which is smooth and willing in a notable degree. It will achieve high speeds on the indirect gears, whilst cruising speed on top gear can approach the maximum and the engine shows no signs of distress given this treatment. A general feeling of tautness about the car gives the suggestion that it is unbreakable.

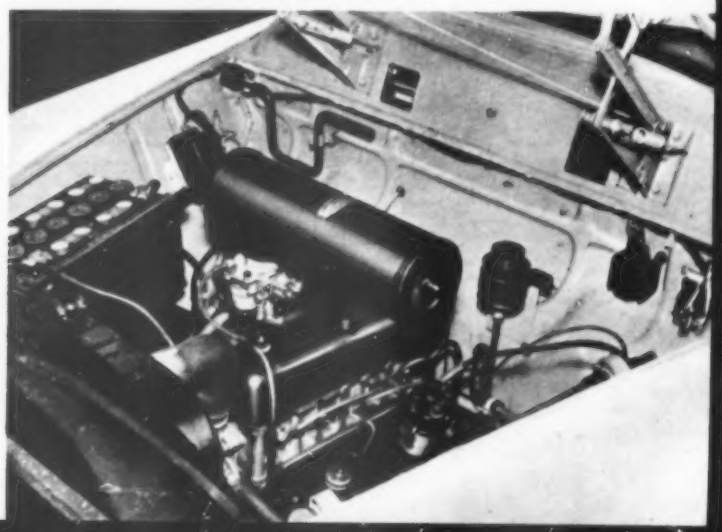
The suspension is firm and there is no roll, enterprising cornering methods producing no protest from the tyres. Over slightly bumpy surfaces there was no sign of wheel patter, indicating that the type of damper used appears to be correct, while the anti-roll bar used in conjunction with the coil springs of the independent front suspension adds to the feeling of confidence one gains after a very short time. It is a car of deceptive character, obviously influenced by Continental road conditions and capable of achieving a high average speed with remarkably little effort in relation to its engine size, and with a full load.

The steering is very positive feeling in spite of over three turns being needed from lock to lock, and a slight movement of the wheel brings immediate response in the required direction. The steering is pleasantly light, and has little castor action. As a test, the car will maintain a straight line

The spare wheel is mounted on a hinged bracket and is readily accessible. The luggage locker is lined with a rubber mat. The fuel tank filler is housed in the left-hand wing, behind the rear lamp which hinges outwards.



The under-bonnet layout is neat and the battery is in an ideal position for servicing. The jack is fixed in clips, and strapped to the left-hand side of the engine compartment, just below wing level.



Push-button external door locks are used and there are opening forward quarter lights in the front doors. The rear window is of generous proportions. The twin rear lamps have extra filaments to act as stop lamps and winking direction indicators ; below them are red reflectors. The somewhat bold frontal appearance is not marred by an excess of chromium. The vertically slotted grilles above the bumper direct an air stream on to the front brake drums. The bonnet release catch is placed out of sight immediately to the right of the centre motif.

ROAD TEST . . . . continued

for quite some distance with no hands on the wheel, only a light hold being required to maintain direction, and one has the impression of guiding the car rather than steering it. The thin rimmed wheel has very little vibration transmitted to it, a flexible coupling in the column isolating any major road shocks.

The braking system proves capable of taking care of any emergency, although to stop the car from high speeds it is necessary to apply a fair amount of pedal pressure. There was no tendency to deviate from the chosen path even on wet surfaces and at the end of the taking of the test figures the brakes were giving the same satisfactory performance as at the beginning. A slight brake squeal was noticeable in the later stages of the test when braking at low speeds.

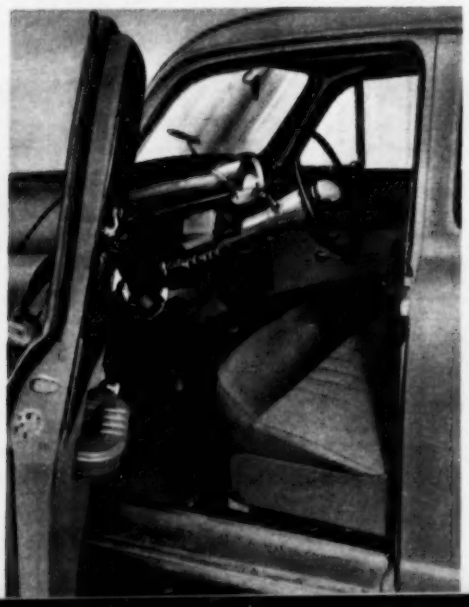
There is a definite feeling of purposefulness about this Simca, reminding one of a vintage car but without any of its disadvantages. Its directional stability is such that it goes where it is aimed, and the ability to corner fast showed to advantage on several cross-country journeys of approximately 80 miles over give-and-take roads and half the total distance after dark. Average speeds in the region of 45 m.p.h. were achieved, one short journey of 34 miles being covered in 40 minutes in reasonably traffic-free daylight conditions.

The engine produces its power without any fuss and has obviously been designed to stand up to sustained high revolutions. It does not hesitate when the throttle is snapped open and starts immediately after an all-night stay in the open, the choke control being pushed in as soon as the engine fires. It is possible to drive off at once.

Use of the four-speed gear box, operated by a rigid steering column lever with little backlash, helps the comparatively small capacity engine to produce its best performance. And the useful top gear enables a comfortable cruising speed of 55-60 m.p.h. to be maintained. At this speed, apart from some slight road and wind noise, the car is very quiet and the engine unobtrusive; it is not until the highest speed range is reached that any noise becomes evident from under the bonnet. Only in the lowest ratio was any noise apparent from the gear box. Sometimes third gear position was a little difficult to find when changing up; the synchromesh on top, third and second gears is effective.

Entry is easy through the wide doors, which are hung from their forward edges, and the well raked steering column places the wheel in such a position as to give the driver a feeling of complete control. The seating is on the low side, it being possible to see only the top of the right-hand wing in a right-hand drive car, but there is no difficulty in negotiating rush-hour traffic and general visibility is good, except that the mirror gives a restricted view through the rear window. The bench-type front seat is adjustable over a very reasonable range and gives good support just where it is required. The combination of cloth and leather upholstery prevents any tendency for passengers to slide.

There is ample room for the left foot away from the clutch pedal, which has a pleasantly light movement. The gear lever can be locked in the reverse position and a separate key fits the right-hand front door and the luggage locker. The instruments, consisting of a large semi-circular speedometer with petrol gauge and ignition and oil pressure warning lights, are placed immediately in front of the driver and can be seen readily through the single-spoke steering wheel. Effective instrument lighting is controlled by a rheostat below the facia. The twin windscreen wipers cover a good area, but they do not park and stick up at an awkward angle when not in use.



Left : Armrests are attached to all doors and there is a useful map pocket to the right of the front compartment. The forward opening doors allow easy entry to both compartments.

Right : The comfortable seats are upholstered in a combination of leather and cloth and the floor is lined with rubber matting. There is more leg room in the rear compartment than this view may suggest.

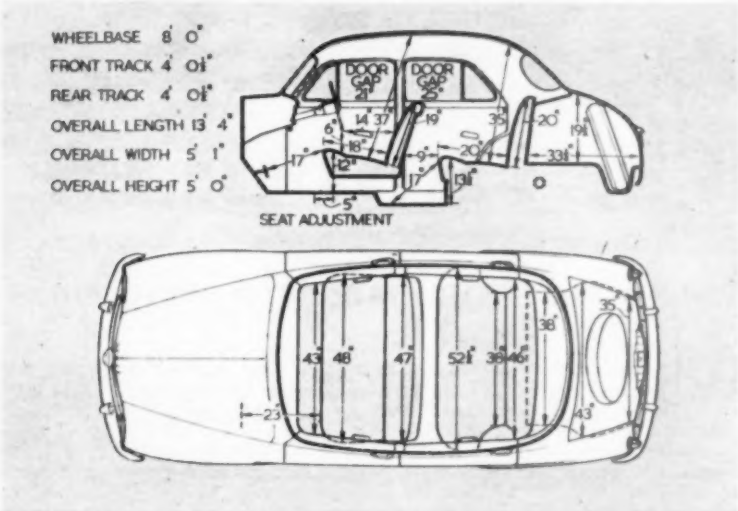
Plastic mouldings are used for the facia and an annoying reflection in the windscreen is caused by a bright moulding strip placed across the front of the facia. Two small glove boxes are provided in the panel and have spring-loaded lids. The heating and demisting equipment fitted keeps the windscreen clear when conditions demand and warm air is blown into the front compartment, on the right-hand side only, by opening a small vent in the recirculating type of heater unit.

An interior light comes on when the doors are opened and is also controlled by an overriding switch which has a rather flimsy appearance. The doors, which have push-button locks, require a rather heavy pressure to close, owing to the rubber sealing used. Apart from the spare wheel undoubtedly forming an intrusion on the space, the luggage locker is of good shape and has a useful capacity. There is no provision for a starting handle. Under the bonnet, which is of spring balanced type, the engine is well finished and the auxiliaries are accessible. The engine oil filler could be of larger diameter with advantage.

Double dip head lamps are used and the full performance of the car can be used safely at night. In the dipped position, operated by a neat lever below the steering wheel, the forward range is somewhat restricted by the sharp cut-off. Twin horns give a typical high-pitched Continental note, control being by a semi-circular ring below the wheel. There are 16 points which require lubrication every 600 miles.

The Simca Aronde is without doubt a very practical four-seater car designed and built in a businesslike way without frills, but with the comfort and ability required to cover distances at quite high average speeds. It is a car which should have a wide appeal. And with the generous performance of the engine goes a very modest fuel consumption.

SIMCA ARONDE SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.77 to 1	7.01 to 1	11.35 to 1	17.65 to 1
10—30	14.9	9.0	5.8	—
20—40	13.6	8.4	—	—
30—50	15.5	10.4	—	—
40—60	20.0	16.1	—	—
50—70	30.3	—	—	—

From rest through gears to:

M.P.H.	sec
30	7.5
50	19.0
60	29.4
70	55.9

Standing quarter mile, 23.6 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top (mean)	72.8	117.2
Top (best)	76.0	122.0
3rd	55—67	89—108
2nd	30—38	48—61
1st	16—24	26—39

TRACTIVE RESISTANCE: 23.8 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	149.0	1 in 14
Third	237.5	1 in 9
Second	344.3	1 in 6

BRAKES:

Efficiency	Pedal Pressure (lb)
85 per cent	127
76 per cent	100
36 per cent	50

FUEL CONSUMPTION:
35 m.p.g. overall for 725 miles (8.1 litres per 100 km).
Approximate normal range 33–36 m.p.g. (8.6–7.9 litres per 100 km).
Fuel, First grade.

WEATHER: Dry; slight breeze.
Air temperature 65 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of September 4, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	87
True speed	14	22	30	39	47	54	63	71	76

DATA

PRICE (basic), with saloon body, £632.
British purchase tax, £264 9s 2d.
Total (in Great Britain), £896 9s 2d.
Extras: Radio, £27–£35
Heater standard.

ENGINE: Capacity: 1,221 c.c. (74.48 cu in).
Number of cylinders: 4.
Bore and stroke: 72 × 75 mm (2.81 × 2.92in).
Valve gear: Overhead; push rods.
Compression ratio: 6.8 to 1.
B.H.P.: 45 at 4,500 r.p.m. (B.H.P. per ton laden, 40.9).
Torque, 61 lb ft at 2,600 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 15.8.

WEIGHT (with 5 gals fuel), 18¾ cwt (2,114 lb).
Weight distribution (per cent) 51.0 F; 49.0 R.
Laden as tested: 22 cwt (2,514 lb).
Lb per c.c. (laden): 2.05.

BRAKES: Type: F, Bendix. R, Bendix.
Method of operation: F, Hydraulic. R, Hydraulic.
Drum dimensions: F, 9.9in diameter, 2.1in wide. R, 9.9in diameter, 2.1in wide.
Lining area: F, 33 sq in. R, 33 sq in (60 sq in per ton laden).

TYRES: 5.50 — 15in.
Pressures (lb per sq in): F, 21; R, 23 (normal). F, 26; R, 30 (for fast driving).

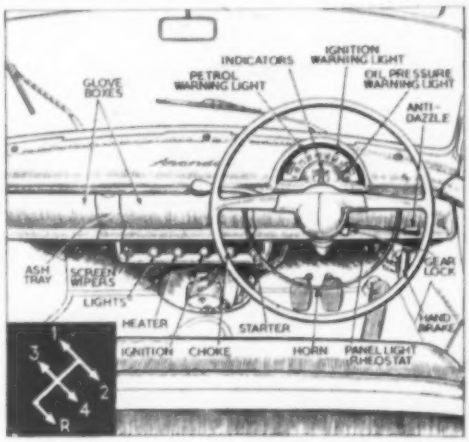
TANK CAPACITY: 8.8 Imperial gallons.
Oil sump, 8.8 pints.
Cooling system, 12 pints.

TURNING CIRCLE: 34ft 4in (L and R).
Steering wheel turns (lock to lock): 3¼.

DIMENSIONS: Wheelbase, 8ft 0in.
Track (F) 4ft 0½in; R, 4ft 0½in.
Length (overall): 13ft 4in.
Height: 5ft 0in.
Width: 5ft 1in.
Ground clearance: 6½in.
Frontal area: 18.8 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 54 ampère-hour battery.
Head lights: Double dip; 36–42 watt.

SUSPENSION: Front, Independent; coil springs and wishbones; anti-roll bar.
Rear, Half-elliptic.

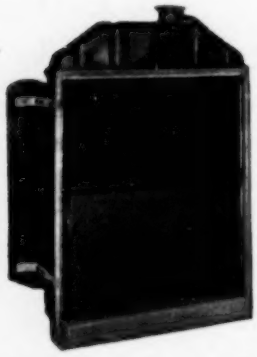


Avoiding WINTER'S TROUBLES

TECHNIQUES AND EQUIPMENT FOR DAMP AND COLD CONDITIONS

WINTER conditions still cause as much trouble to motorists as they did in earlier days, when cars were less technically advanced than they now are. From the sheer inability to start of a damp engine, to the antics of a car on roads made treacherous by snow or ice, it is too often a tale of woe. Yet there are many techniques which can be adopted by the owner of a car to make the start certain, and to make progress safe and comfortable. And there are many devices, too, not only for assisting starting, heating the bodywork, seeing in fog and getting a grip on treacherous roads, but also for preserving the engine from the very rapid rate of wear from which it can suffer at this season. In this review of various aspects of winter's troubles, devices and gadgets are merged with driving and operating techniques: gadgets are no use without knowledge, and knowledge is usefully backed up by gadgets. Moreover, the great number of devices is confusing to the motorist, and it is hoped that bringing them together in one article will help.

On page 858 there is an article which reviews the history and current development of special snow tyres and general purpose winter and colonial tyres.



A new version of the K-L radiator blind, with the roller and its cage at the bottom, for use where clearances do not permit the use of the normal travelling roller. Below: The D.A. upper cylinder lubricator.

THE ENGINE IN COLD WEATHER

IN the early days of motoring, the heater that was placed overnight on the ground under the bonnet was there principally to stop the engine freezing. Anti-freeze solutions in the cooling water are now universally used, and there is no substitute for this precaution: but the sump lamp continues to be most valuable. It repels condensation, and keeps the ignition system dry, thus removing what is usually the principal cause of difficult starting. It prevents the oil from being too thick and it assists vaporization of the starting mixture by imparting a certain amount of heat to the manifold, cylinder heads and walls. And, not least, it should have kept underbonnet temperature sufficiently high to stop that extreme chemical laziness of a very cold battery, for the reactions of a lead acid battery, like many chemical reactions, are much livelier with warmth.

A lamp that burns night and day for a week on one filling of paraffin has a negligible fuel cost and takes only a couple of minutes to refill and relight at the weekend, but small lamps requiring daily attention are more trouble. The best kinds have a pressed, one-piece reservoir, so that they cannot leak. The wire gauze top must be seen as absolutely essential for safety from fire risk owing to the possibility of small petrol leaks under the bonnet and also to the fact that a carburettor is a more or less open petrol container which sometimes overflows. This wire gauze top should be a snug

fit to the lamp, and if it is perforated by accident, it must at once be repaired. Electric immersion heaters, which are fitted into a radiator hose pipe, are clean and convenient, and besides warming and circulating the water in the cooling system, they also promote a general under-bonnet warmth and dryness. Any heater will be made more effective by closing openings of the bonnet, especially the grille, using a muff or by throwing a rug over the bonnet.

The Sydney windscreen washer is a compact one that does not take up much under-bonnet space.

There is one very powerful electric heater, the Eltron, which uses mains current and is equivalent in heat output to a domestic electric fire. This brings the engine up to the lower ranges of normal running temperatures, and involves, of course, quite a substantial current consumption, while its installation in the engine casing is a major operation. An obvious way of using such a heater seems to be to determine by experiment the length of operation required to bring the engine up to a desirable temperature, and to switch the heater on at the time in advance of starting that is indicated.

If a small battery charger is used nightly by a strictly local motorist, it generates considerable heat and makes a very good under-bonnet heater. But it must be placed upright, in a secure place.

Engine condensation takes place in the morning, when so large a mass of metal and water as a car engine is slower to warm up than the air.

The Smiths thermometer for fitting as an accessory; it is a different model from that most used by car makers.

When it touches the chilly engine, the dampness in the air condenses out in droplets. Slightly warming the engine with a lamp prevents this. But there are other ways of protecting an engine from this damp, and also from water splashed up from pools on the road. Sparking plugs are vulnerable, because they are exposed, and because high-tension current more readily seeks alternative paths than does low tension. Nearly all plug makers make waterproof terminal caps and covers, combining them in some cases with television suppressors.

Ignition Leads

Old plug and h.t. leads with faulty insulation will not as a rule give trouble when they are dry, but they can leak when wet, and certain older kinds of distributor have no tight seals and screw caps where the leads enter the cap: current leaks up from the exposed metal on the end of the lead, at the bottom of its socket, and finds a track down the side of the distributor. (The outside and inside of a distributor cap should be kept very clean, as the alliance of dirt and moisture makes good alternative paths for current.) Protection for such a lead may be secured with a small piece of rubber gas pipe, a good fit over the lead and

A sump lamp which burns for a week, by James Neale.

UPPER CYLINDER LUBRICATORS

D.A.—Boon and Porter, Ltd., 159-167, Castelnau, London, S.W.13.
REDEX.—Wayne V. Myers Co., Ltd., 363-365, Chiswick High Road, London, W.14.
TOPCYL.—Wayte, Smith and Co., 76, Clapham High Street, London, S.W.4.

RADIATOR MUFFS

Car Mat Co., Ltd., 16, Colville Road, London, W.11.
Castle's Unit Development, Ltd., Church Gate, Leicester.
Conway Car Accessories, Ltd., 185, The Vale, Acton, London, W.3.
Faxall Products, Ltd., Blackledge Works, Halifax.
Midland Gear Case Co., Ltd., Spring Road, Hall Green, Birmingham, 11.
Weathershields, Ltd., 147-169, Bishop Street, Birmingham, 5.
Wilcot (Parent) Co., Ltd., Fishponds, Bristol.
Welfit Manufacturing Co., Ltd., Adelaide Street, Halifax.

RADIATOR BLINDS

Aircon (Halifax), Ltd., Adelaide Street, Halifax.
Broadfield Garage and Engineering Co., Ltd., Standard House, Cockfosters, Hertfordshire.
Key-Leather Co. Ltd., 5, Urswick Road, London, E.9.
Mory and Co., Ltd., 88, Leadenhall Street, London, E.C.3.
Weathershields, Ltd., 147-169, Bishop Street, Birmingham, 5.

ELECTRIC IMMERSION WATER HEATERS

Geo. Bray and Co., Ltd., Leicester Place, Leeds, 2.
Eltron (London), Ltd., Accrington Works, Strathmore Road, Croydon.

A Fabram muff for the new oval Hillman Minx grille.

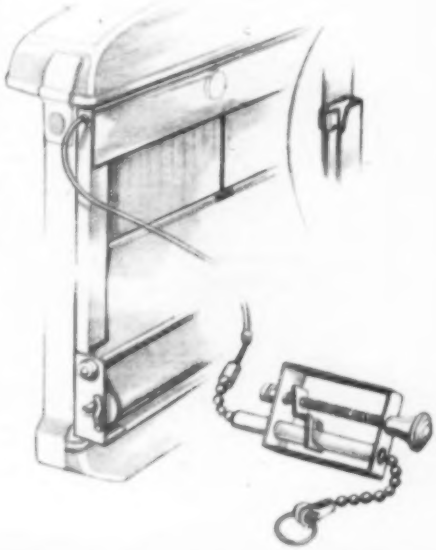
over the outside of its plastic socket on the distributor, or a special rubber cap.

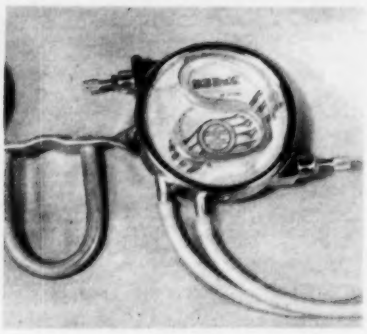
Low-tension terminals generally can be insulated from damp with electrician's varnish, or with black rubber cement. A fully waterproofed engine, such as the versions of popular car engines used in lifeboats, will run happily with a hose being played over it!

The easily vaporized constituents in some of the first-grade petrols have made winter morning ignition so much easier: Pool was inflammable, of course, but only just. If a car misses its start, however, even with premium petrol, it is usually best not to persist with the choke and flood everything, but to close it, open the throttle fully and, with a few turns of the engine, clear the over-rich mixture. A fresh attempt to start, after a minute's pause for evaporation of wet patches to take place, is then made, and with luck the engine will start just at that critical moment when the mixture has become rich enough but not yet too rich. On some cars, the throttle must not be touched or joggled or a carburettor pump will flood the engine. Others are much better starters if the choke is not pulled fully out, especially in mild weather. The mixture arrangements of modern carburettors are remarkably good, yet it is worth noting any peculiarities of a particular car.

It is also worth noting the degree of battery lethargy which makes a self start unlikely, so that recourse may be had to the starting handle in good time, without fruitlessly flogging a tired

The Broadfields radiator blind, with its ingenious locking control, which is facia-mounted. The blind is fitted in front of the radiator.



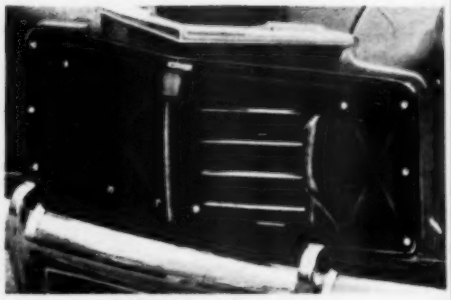


The Redex Lubrocharger for upper cylinder lubrication is a facia fitting.

battery. Cars which have no starting handle have batteries so large, powerful and costly that they can never be tired, it must be assumed. For the large car, whose engine cannot be turned by hand by its actual owner, a battery charger is an absolute essential. It is absurd to be stuck with a car which has enough in the battery to run the engine, sound the horn, shine the lights and play the radio, but has no means of starting except a tow by a breakdown vehicle.

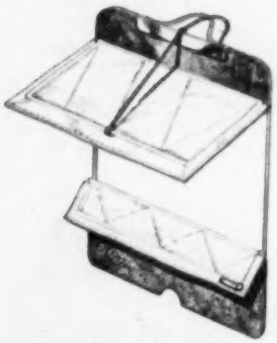
Thinner lubricating oils are a great help in starting, but it is not wise, unless a car is confined to local running, to use winter oil thinner than that recommended by the car manufacturer. The risks of a too thin oil (when it grows warm) are: heavy leakage past oil seals designed for normal oil only; drops in oil pressure at the end of the long series of bearings lubricated from the pump, owing to excessive escape of oil from earlier bearings; and inability to maintain sufficient strength and thickness of oil films. Too thick an oil is so slow getting round a cold engine that bearings at the end of the chain can be seriously starved (delays of as much as two minutes have been measured!). Modern oils have a narrower viscosity range between the hot and cold states than before the war, and this is carried to an extreme in the special cross-blended Duckham Q 5500 oil, which is equivalent to a very thin winter oil when cold and to a summer oil when hot.

It has for long been understood that considerable cylinder wear takes place when an engine is running cold, this being caused by delay in oil reaching the bores to some extent, but mainly by the effect of wet petrol mixture washing existing oil from the bores. Corrosion from oil heavily diluted with acid by-products of imperfect combustion also tells heavily, while too-cold oil also accumulates water and unburnt petrol. These are avoidable, or almost avoidable evils, and so is excessive carbon formation in the combustion chambers. All the year round, but especially in winter, the owner should, after getting the engine started, *at once* return the choke, keeping the engine running at a fast tickover, but not revving, to avoid stalling. However, stalling the engine through excessive eagerness to return the choke is permissible occasionally, even praiseworthy. If the choke cannot at once be disused, it may be partly closed, holding it in the hand if it is spring loaded with a "fully out" catch. So many drivers wait until the engine is "hunting" on an obviously too-rich mixture before dispensing with the choke. If the car is not fitted with a thermostat or radiator blind, a muff or a rug should close the grille completely for a couple of minutes.



A Wilcot muffette.

KEEPING THE ENGINE WARM . . . . continued



Weathershields' Radwarm. The same firm also makes a roller-blind type of radiator shield.

It has become accepted practice to drive off at once after starting, and some car makers have recommended it, though probably because use of the throttle dilutes the rich starting mixture to which drivers *will* cling too long. Yet when one has examined the methods of a handful of motorists who have obtained phenomenal no-overhaul mileages from cars, one almost invariably finds that they keep to the old-fashioned practice of letting the engine warm up before moving off. (And they always use little choke, too.)

During the trying initial period there has been good research evidence that graphite, and the injection of upper-cylinder oil by special dispensers, are of great value. Some u.c.l. dispensers have a thermostat embodied so that they shut themselves off when the engine is warm. The placing of u.c.l. in the petrol is good, too, though it cannot be as effective or generous as a supply of oil from a special dispenser.

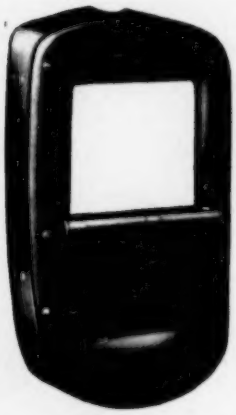
Besides mitigating the effects of cold starting by the most rapid warming up possible, and other palliatives, it is also desirable in normal running to keep the engine warm, in the interests of a good m.p.g. figure and avoiding exces-

ANTI-FREEZE

Aero-Spares Co., 16, High Holborn, London, W.C.1.
Auto Vapourizers, Ltd., Froidene Works, New Road, Lymm, Nr. Warrington, Cheshire.
Calder Oils, Ltd., Netherfield Road Works, Ravensthorpe, Dewsbury, Yorkshire.
County Chemical Co., Ltd., Chemico Works, Shirley, Birmingham.
Desmo, Ltd., Scholefield Street, Birmingham, 7.
Esso Petroleum Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.
A. W. Gamage, Ltd., Holborn, London, E.C.1.
Granville Chemical Co., Market Street, Keighley, Yorkshire.
Douglas Holt, Ltd., 5, Eagle Street, London, W.C.1.
Wm. Knowles (Bebington), Ltd., Acres Road, Bebington, Cheshire.
Romac Industries, Ltd., Romac Works, The Hyde, London, N.W.9.
Slip Products and Engineering Co., Ltd., Slip Works, 95, Victoria Street, St. Albans, Hertfordshire.
Smiths Motor Accessories, Ltd., Cricklewood Works, Cricklewood, London, N.W.2.
Snowdon Sons and Co., Ltd., 4, Chantrey House, Eccleston Street, London, S.W.1.
Speedwell Lubricants, Speedwell House, Earls Court Road, London, S.W.5.
Sternol, Ltd., Royal London House, Finsbury Square, E.C.2.
Synthite, Ltd., Ryders Green, West Bromwich, Staffordshire.
Valay Industries, Ltd., 186, Campden Hill Road, London, W.8.
Vigzol Oil Co., Ltd., Vigzol House, Greenwich, London, S.E.10.
Wingard (M. A.), Ltd., Kingsham Road, Chichester, Sussex.

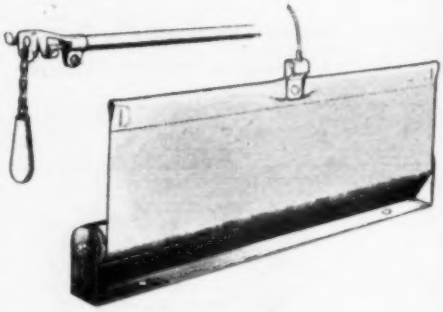
ANTI-MIST CHEMICALS AND CLOTHS

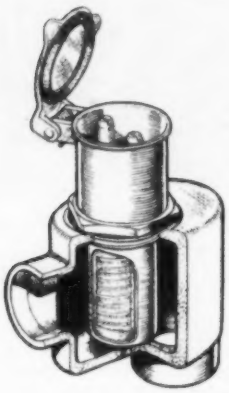
Douglas Holt, Ltd., 5, Eagle Street, London, W.C.1.
Peerless Products, 17, Bridge Street, Andover, Hampshire.
Velvex, Ltd., Bowling Green Mill, Darwen, Lancashire.
Wayte, Smith and Co., 76, Clapham High Street, London, S.W.4.



A Midland radiator muff for a vertical grille.

A new radiator blind is the Mory.





Arrangement of the Bray electric engine warmer with its completely enclosed element. The "limpet" heater in the photograph is the Eltron, a powerful electric heater having the power of a domestic electric fire. The radiator blind is the current Aircon. It has a facia control.

sive carbon in the combustion chambers (associated with too-cool running). In addition, cold-running cars can suffer from a quite surprising sump dilution, which, besides being corrosive, disproportionately reduces the efficiency of the oil as a lubricant. All dilution—petrol, water, aqueous acids—starts to steam away when the sump oil reaches 70 deg C. But in view of the fact that in a normal engine the oil runs much cooler than the water, this point may never be reached. With their anti-oxidation additives, oils nowadays no longer turn to sludge when too cold and too diluted, which is a blessing. It can be assumed, for the purposes of motorists who have no way of checking oil temperature, that if the cooling system is at 80 deg C, the oil is warm enough. A radiator blind and a water thermometer, used in conjunction, do nowadays enable motorists to control temperature—and also to make the interior heater effective.

LARGE PARAFFIN SUMP LAMPS

Desmo, Ltd., Scholefield Street, Birmingham, 7.
James Neale and Sons, Ltd., 68, Graham Street, Birmingham, 1.
Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex.

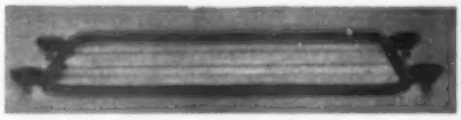
KEEPING THE CREW WARM

KEEN motorists reading this journal will regard writing first of looking after the engine, and then of keeping the car's occupants warm, as the right order. Driving in winter, one is not so sure!

The most expensive heaters are very powerful and, developed to meet conditions in such export countries as Canada, will keep the interior of a reasonably sealed car warm and comfortable. The basic design is a small radiator connected to the cooling system of a car, and with a controllable-speed fan to blow air through this radiator. They are usually true heater-ventilators; that is, they also admit and warm fresh air from outside the car, besides circulating and warming the air that is already inside. There may be a mixture control for this. At the same time, they are fitted with ducts which direct warmed air on the windscreen, for defrosting and demisting. These are the Smiths, the Delaney-Gallay, and the Clayton-Dewandre heating systems. Smiths' full-scale heating ventilating system is initial equipment in many British cars, and others have built-in provision for fitting it as an extra. But all three make recirculatory heaters, too, for easy fitting as accessories.

A smaller and cheaper application of these principles, which is very effective in service, is the Key-Leather Monitor. The Delco-Remy heater is similar in design, and it appears also in a de luxe version. The Monitor recirculates the air in the body, but it also can have a small fresh-air intake. Smiths have an inexpensive recirculatory heater, with fitting kits to suit most cars.

Moving down the price scale, one comes next to the Tudor heater. In this case there is no separate radiator, warm air being taken through and from the

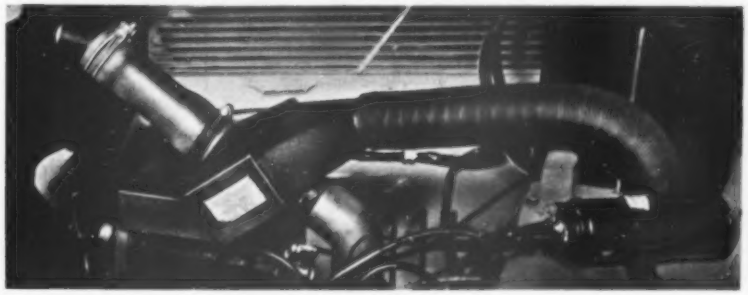


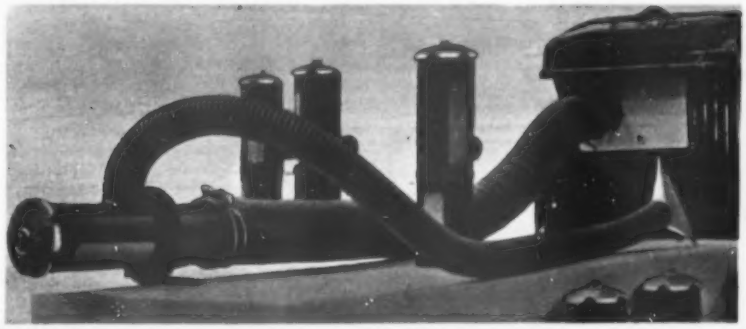
The Berkshire screen warmer (Houdaille) is a complete glass panel incorporating heating wires.

INTERIOR HEATERS

A.S. Accessories, 279, Edgware Road, Colindale, London, N.W.9.
Birmingham Manufacturers and Traders, Ltd., Masterpiece Works, Park Road, Aston, Birmingham, 6.
Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.
Delaney Gallay, Ltd., Vulcan Works, Edgware Road, London, N.W.2.
Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1.
Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.
Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.
Smiths Motor Accessories, Ltd., Cricklewood Works, Cricklewood, London, N.W.2.
Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex.
Weathershields, Ltd., 147-169, Bishop Street, Birmingham, 5.

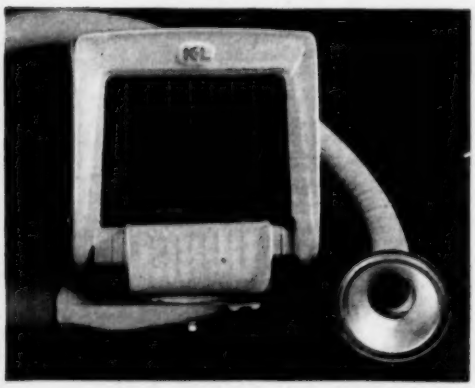
A Clayton Dewandre heater which has hundreds of wire loops, giving great heat dissipation. On its right is the new Delaney Gallay heater for the Ford Popular. It passes warmed air from the radiator over a water heater element.



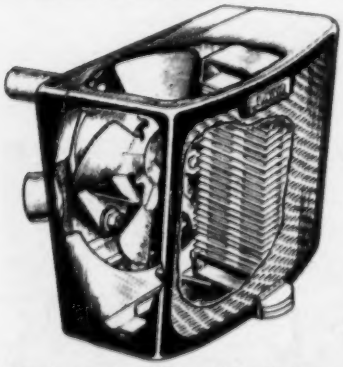


A simple Weathershields-Cosmic heater. It ducts warm air from the car's radiator to the body.

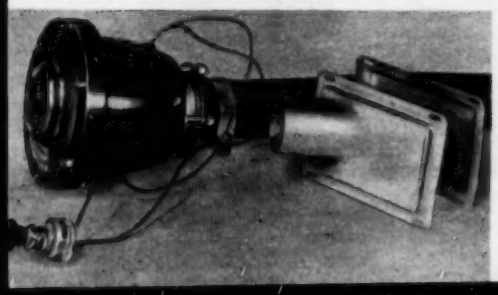
A Smiths recirculatory heater, with part of its fitting kit, including water connections, demister take-off and rheostat switch.

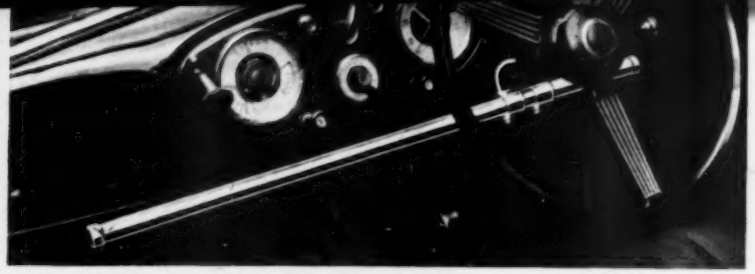


The Key-Leather Monitor recirculatory heater now has, as an extra, a fresh air intake. It has its own radiator and a variable speed fan.



The fan and radiator of the de luxe Delco-Remy heater, and (below) the Tudor heater, a new Mark 2 version. It takes in warm air from the car radiator and delivers it through a distribution unit. A variable speed fan can increase the flow.





The Masterpiece heater is a simple hot-water tube, or a pair of tubes.

KEEPING THE CREW WARM . . . continued

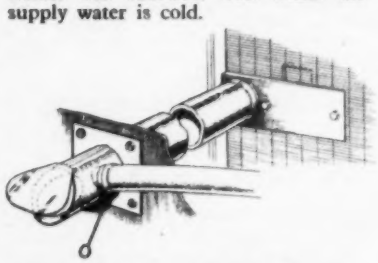
car's own radiator and passed by a duct to the interior, via a distribution unit containing a variable-speed fan and an annular shutter. The Weathershields-Cosmic is similar in principle, but does not have a fan to boost the performance. Then there is the inexpensive A.S. heater. The radiator scoops used to collect warm air for this group of heaters are associated with baffles, either to slow down the air coming through the core or to cause it to flow through the core more than once, so that it is well warmed. Obviously, all in this group of heaters take all their air from outside the car. They warm the interior very well, but they do not build up great warmth as do the recirculatory heaters, which pass the same air through their heating units time and again, with a small admixture of fresh air to keep the atmosphere in the car fresh.

One for Fords

A heater which has its own radiator but is very simple is the Delaney-Gallay for small Fords. It is mounted as an interruption to the top hose of the cooling system, takes in warmed air from a point behind the fan of the car and passes it, for more warming, over a small flat radiator element, thence through a duct to the body.

Two very simple heaters, which cost little, are the Masterpiece, which is either a single or double hot-water tube, mounted under the facia and fed from the cooling system; and Runbaken's Cosycar, which is a simple electric tube heater, worked from the battery.

Heaters give little trouble in service. There may in some types be an occasional air-lock in the water system or some other easily rectified fault, but complaints of ineffectiveness received by the Readers' Service of this journal are almost invariably found to come from owners of cars with no coolant thermometer, and no means of controlling running temperature, either. It is not generally realized how cold modern cars can run in an English winter with cooling systems designed for export to tropical countries. There is no heater which will function well when the supply water is cold.



The A-S heater, a small and simple model with a scoop from the car's radiator.

SCREEN WASHER SPRAYS

Cosmic Car Accessories, 35, Corporation Street, Walsall, Staffordshire.
Ki-gass, Ltd., 31, Regent Grove, Leamington Spa, Warwickshire.
Joseph Lucas, Ltd., Great King Street, Birmingham, 19.
John Sydney, Ltd., Brixton Hill Place, London, S.W.2.
Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex.

ELECTRIC DEMISTER BARS

Desmo, Ltd., Scholefield Street, Birmingham, 7.
Clarence R. Foster, Ltd., Cardigan Road, Leeds, 6.
A. W. Gamage, Ltd., Holborn, London, E.C.1.
Guyson Industrial Equipment, Ltd., North Avenue, Otley, Yorkshire.
Houdaille Hydraulic Suspension Co., Ltd., 8-14, Hampton Road, Twickenham, Middlesex.
Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.
Joseph Lucas, Ltd., Great King Street, Birmingham, 19.
Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.
Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex.
Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex.

DAMPROOF TERMINAL VARNISH

Douglas Holt., Ltd., 5, Eagle Street, London, W.C.1.

LOOKING AFTER A HARD WORKER

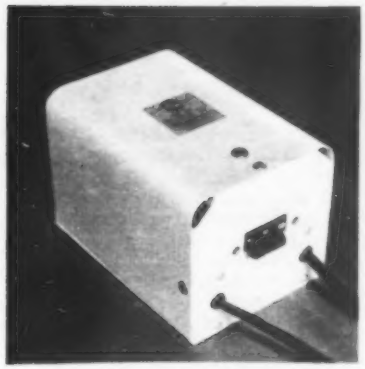
IN winter, local runs for shopping, to schools and railway stations tend to become the main use of a family car. A long run becomes a rarity, and it is natural that batteries become inconveniently discharged. A starter uses a tremendous lot of current, initially about 300 amps, lamps make a heavy demand, and it is natural that the dynamo cannot in local running keep the battery fully charged. Indeed, the great efforts made by most motorists to find somewhere where the battery will not be exposed to even the modest demands of the side and tail lights during a visit to the cinema, indicate that the problem is general. Heavy-duty batteries of better than standard quality, and perhaps larger than standard, too, give a much better reserve of current. But all batteries slowly discharge themselves in time, a process which becomes quicker as the battery ages.

The kind of charger which has a 1 to 1½ amp output is popularly known as a

trickle charger, and it can during the night usually make good the losses of the day. It is usually plugged in every night, for it is not powerful enough to charge up a flat battery. There is a useful free gain for the motorist from trickle charging—a battery on charge is warmed, and a warm battery has a better output than a cold one.

A more powerful class of charger is rated at 2½ to 3 amps and it will be seen in the list of battery chargers that this is a very popular capacity. It will easily, during a night, bring a flat battery up to a state where it will cheerfully serve the starter in the morning. The word "flat" is, of course, there used in the popular sense, as meaning not lively enough to work the starter, and not as meaning completely discharged. Most of this class of charger has special equipment incorporated, a charging rate that tapers off as the battery state of charge rises being a common feature. Such chargers do not damage the battery if they are left on an hour or two longer than necessary.

The top limit of rating for home use is 5 amps. The professional garageman may have what is called a boost charger, which will charge at a great rate, but batteries under this treatment require skilled supervision by an electrician, who will watch for signs of overheating. It is, in fact, possible to do a battery considerable harm with a boost charger in unskilled hands, for active material



A Pride and Clarke battery charger and the G.E.C. home charger.

The Crypton home charger.

BATTERY CHARGERS

AERO SPARES: 1 amp, £3 3s. 5 amps, £5 19s 6d. *Aero-Spares Co., 16, High Holborn, London, W.C.1.*

ATLAS: A.1, 1½ amps, £3 7s 6d. A.3, 3 amps, £4 17s 6d. Gem, 5 amps, £7 10s. *H. Clarke and Co. (Manchester), Ltd., Atlas Works, Patricroft, Manchester.*

CRYPTON: A.W.1, 1 amp, £4 16s. A.C.2, 2½-3 amps, £6 10s. Both have "battery state of charge" meters. *Crypton Equipment Co., Ltd., Bridgwater, Somerset.*

DAVENSET: H, 2½ amps, £5 17s 6d. J, 1 amp, £3 10s. *Partridge, Wilson and Co., Ltd., Davenset Electrical Works, Evington Valley Road, Leicester.*

DAYANITE: Junior, 1-1½ amps, £4 2s 6d. Senior, 3 amps, £6 17s 6d. *Lister Equipment, Ltd., 3, Charlotte Street, Manchester, 1.*

DUPLEY: 3 amps, £5 15s. *Dupley Electronics, Ltd., Athlon Road, Manor Farm Road, Alperton, Wembley, Middlesex.*

EASCO: D.20.A, 2½ amps, £5 15s. D.22, De Luxe, 1, 2 or 3 amps (by variable control), £6 19s 6d. D.18.G, 1 amp, £3 15s (can be mounted on a car). D.25, 12v 1 amp, or D.26, 6v 1½ amp, price not yet fixed (designed for permanent mounting on car). *Easco Electrical, Ltd., 6-8, Brighton Terrace, Brixton, London, S.W.9.*

G.E.C.: Family Charger, 3 amps, £7 2s. *General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2.*

GAMAGE: 1 amp, £2 15s. *A. W. Gamage, Ltd., Holborn, London, E.C.1.*

HEAYBERD: A.O.3, 1 amp, £4 17s 6d. A.O.5, 2 amps, £5 18s 6d. A.O.7, 3 amps, £6 19s. A.O.12, 2-2½ amps, or 4-5 amps (control selects charging rate), £10 17s 6d. *F. C. Heayberd and Co., Ltd., Greenwich South Street, London, S.E.10.*

NEW MALDEN: 12v 1½ amps or 6v 2 amps, £2 9s 6d. *Claude Rye, Ltd., 895-921, Fulham Road, London, S.W.6.*

PRIDE AND CLARKE: 1 amp, £2 9s 6d. 2 amps, £4 9s 6d. *Pride and Clarke, Ltd., Stockwell Road, London, S.W.9.*

RUNBAKEN: Oil-immersed, 1-1½ amps, £4 12s 6d (can be mounted on a car, mains plug and socket, warning light and battery meter for facia being £3 3s 3d extra). Overnight De Luxe, 1 amp, £4 15s, 2½ amps, £5 17s 6d. Model 1240, 5 amps, £8 13s 3d. High Density Oil-immersed model, 5 amps, £10 14s 6d. *Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.*

SENTERCEL: 12v 3 amps, or 6v 5 amps, £7 10s. *G.S.L. Products, Ltd., Sunley's Island, Great West Road, Brentford, Middlesex.*

UTILAIR: H.C.1, 2½ amps, £5 18s 6d. *Utilities (London), Ltd., 435-437, Brixton Road, London, S.W.9.*

WESTRIC: 6v 1½ amps, 12v 1 amp, £5 17s 6d. *Westinghouse Brake and Signal Co., Ltd., 82, York Way, King's Cross, N.1.*

WYNALL: 1 amp, £3. 2½ amps, £5 (stated to be suitable for mounting in a car). *S. Guiterman and Co., Ltd., 37, Soho Square, London, W.1.*

CHAINS

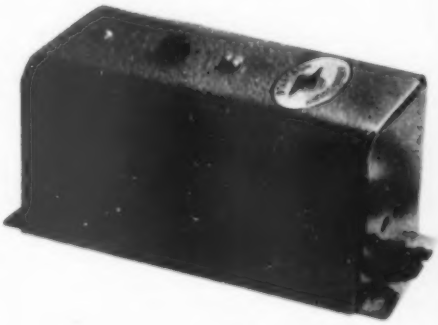
Joseph Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire.
John Griffiths and Son (Griff Chains), Ltd., Dudley Wood, Cradley Heath, Staffordshire.
Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn, Worcestershire.

RUBBER SNOW GRIPS

John Bull Rubber Co., Ltd., Herga House, Vincent Square, London, S.W.1.

SPECIAL WINTER TYRES

Bergougnan Tyre Co., Ltd., 95-100, White Lion Street, London, N.1.
Firestone Tyre and Rubber Co., Ltd., Great West Road, Brentford, Middlesex.
India Tyre and Rubber Co., Ltd., 30, St. John's Wood Road, London, N.W.8.
Wyresole, Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex.



Two for mounting on the car—the new Easco Startall and (below) the little Runbaken charger.

Left to right: The Davenset Junior, the Dupley and the Westric chargers.

LOOKING AFTER A HARD WORKER . . . continued

may be shed from the plates. All home chargers are designed on the assumption that they will not be supervised at all and will take care of both themselves and the battery. Certain precautions may be taken by the owner. A charger should not be mounted direct on a damp wall, and if a wall is damp, a shelf which permits placing the charger a few inches out is indicated. If it is transported, it should be treated as it deserves; but there are one or two trickle chargers considered by their makers to be tough enough to stand being mounted permanently on the actual car, so that they are available for work when the car is away from home. The mains current consumption of a 3-amp battery charger is about equal to that of a 60 watt bulb.

Inspection and, if necessary, topping up of the electrolyte level in the cells of a battery ought to be carried out weekly, for it spoils the tops of the plates if they are left uncovered for long. And, early in winter, an electrician should check the electrolyte for correctness of specific gravity.

The powerful Raydyot Comet lamp of James Neale.

GETTING ALONG IN FOG

MUCH care and thought in choosing a car go into its consideration for fast, long-distance touring during the annual holiday. In view of the fact that most British motorists spend fourteen days on that, and have nearer home six or seven months' liability to being caught out in a winter night fog, it is surprising that there is not a greater insistence on good visibility. However, even if the car has a long, high bonnet, a windscreen that cannot be opened (as is usual nowadays), and no view of the kerb for many yards ahead, progress may still be made. If both driver and passenger can drive, a drastic measure is for the one in the driving seat to work throttle, clutch and brake and watch for obstructions ahead, while the other, in the passenger seat, operates the steering wheel with one arm while leaning out of the window and following the kerb. A long driver in a narrow car can actually do both those jobs single-handed. It sounds difficult, and it is, when tried for the first time in a fog. But if it is rehearsed in advance in a quiet road and a clear day by a man-and-wife team, and the acquired skill "banked" against the time of need, it is extremely easy.

Batteries these days are small. They rely on the good output of the modern dynamo, and it is possible on a foggy night to exhaust the battery by crawling at below charging speed with lamps burning. If a pair of powerful fog lamps, or a pair of dipped head lamps, is being used it may be that previous experience of battery exhaustion on a similar occasion will suggest the removal of the right-hand bulb or the disconnecting of one lamp. At the slowest of crawls the dynamo will charge when the car is in first gear, but a few miles of this gear may cause the engine to boil! Thus on some cars, a balance is struck by the watchful driver between the perils of a boil and of a flat battery, the former being much less tiresome.

Abandoning Ship

The happiest situation is that of an owner who has invested in a heavy duty battery, oversized if the bonnet top and battery box permit, and a battery charger. Such a battery, fully charged when the journey begins, has an amazing endurance. It will cover the need to leave side and tail lights on if the car has to be abandoned somewhere, as in a city side street. To judge by the effort most owners make to park their cars somewhere where lights need not be left on they are most unsure of their batteries' endurance.

When meeting another driver who is using a powerful fog lamp, it is possible to be a little dazzled and to stop, leaving him to do the passing. It clearly indicates what you have done if you switch off your own fog lamp, to ensure that he does not stop, too, producing a stalemate.

Even in fog, chromium plate reflects well, and if you *do* have to leave a car, it is a good plan to give front and rear bumpers a wipe clean and (if there is no wind) to hang a sheet of newspaper at the front and rear of the car. Last winter, a car left with no lamps, or lamps which had gone out, was encountered in a fog, and it was astonishing to see how far the newspaper showed up.

By the way, the best cars have electrical failures, and these are sometimes caused by a dynamo brush wearing out: it gives no advance warning, and so a winter essential is the inspection of the brushes, a very easy matter on all British dynamos. A mere glance suffices to show whether there is plenty of carbon block left, and, if not, replacements are cheap. From which arises the thought that spare bulbs are not very expensive, either.

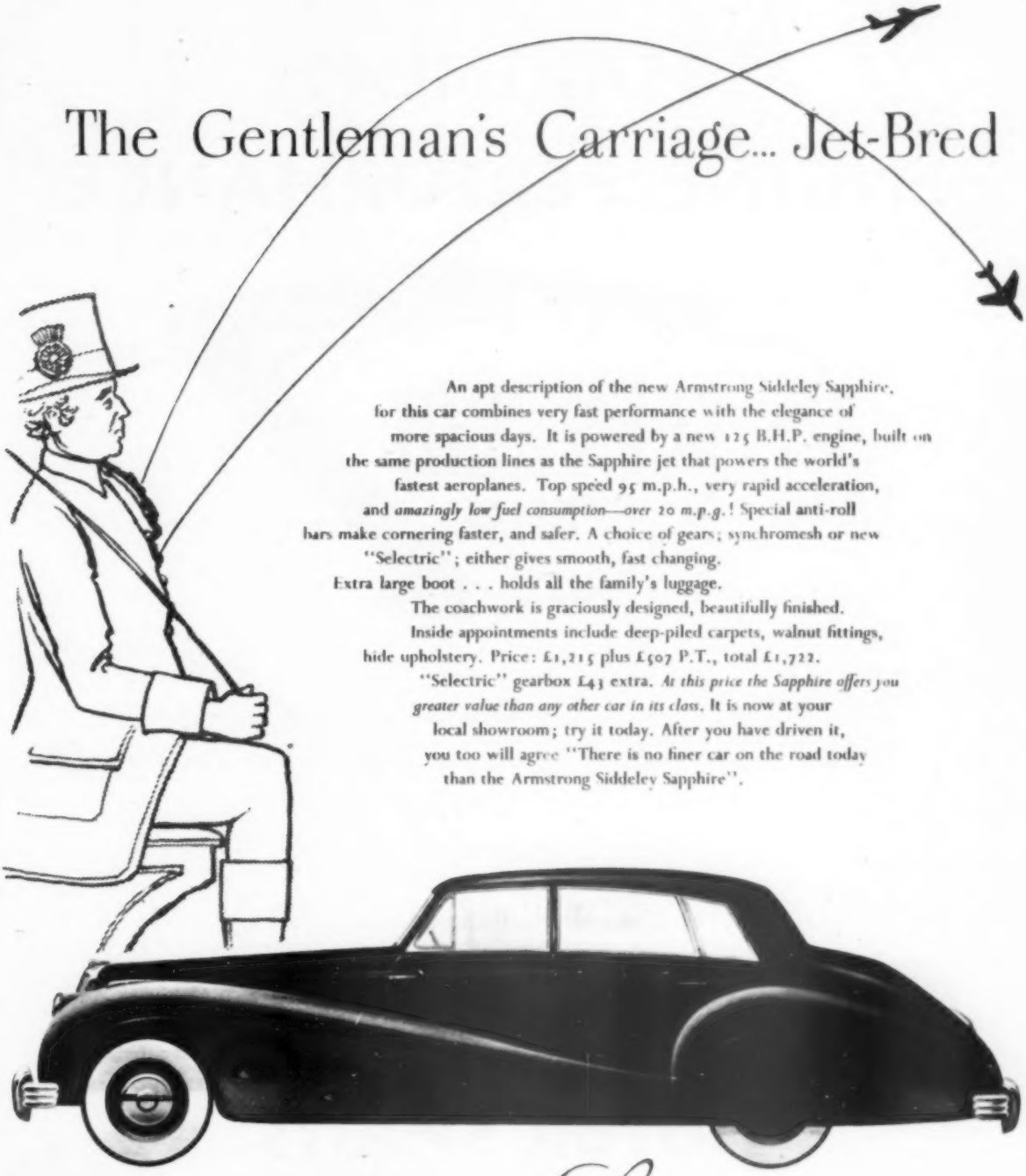
The choice of a fog lamp is most important. The high quality ones have the essential characteristic of having no stray upwards light, the least of which will be reflected back by fog particles. The mounting is important. Most people use a high one normally, as the fog lamp is in a very vulnerable position if it is placed low, underneath the bumper, where it might be ruined by a kerb in manœuvring. And a fog lamp of the wide-beam kind is used by many in lanes and among hills as a cornering lamp. About 2ft from the ground is suitable in fog.

Fan beam or thin, penetrating pencil beam? It is difficult to judge between these rival schools of thought, and this writer believes in both. It is his view that in normal mist and fog a fan beam is best. It shows pavement or road verge, so useful in locating the

Ducellier's fog lamp, with a half-silvered lens; a Desmo Regulite; the Marchal 630 lamp which has a very wide beam; and an oblong model of the Autoroche.

THE PEDIGREE CAR WITH THE JET-BRED ENGINE

The Gentleman's Carriage... Jet-Bred



An apt description of the new Armstrong Siddeley Sapphire, for this car combines very fast performance with the elegance of more spacious days. It is powered by a new 125 B.H.P. engine, built on the same production lines as the Sapphire jet that powers the world's fastest aeroplanes. Top speed 95 m.p.h., very rapid acceleration, and *amazingly low fuel consumption—over 20 m.p.g.*! Special anti-roll bars make cornering faster, and safer. A choice of gears; synchromesh or new "Selectric"; either gives smooth, fast changing.

Extra large boot . . . holds all the family's luggage.

The coachwork is graciously designed, beautifully finished. Inside appointments include deep-piled carpets, walnut fittings, hide upholstery. Price: £1,215 plus £507 P.T., total £1,722.

"Selectric" gearbox £43 extra. *At this price the Sapphire offers you greater value than any other car in its class.* It is now at your local showroom; try it today. After you have driven it, you too will agree "There is no finer car on the road today than the Armstrong Siddeley Sapphire".

ARMSTRONG SIDDELEY *Sapphire*

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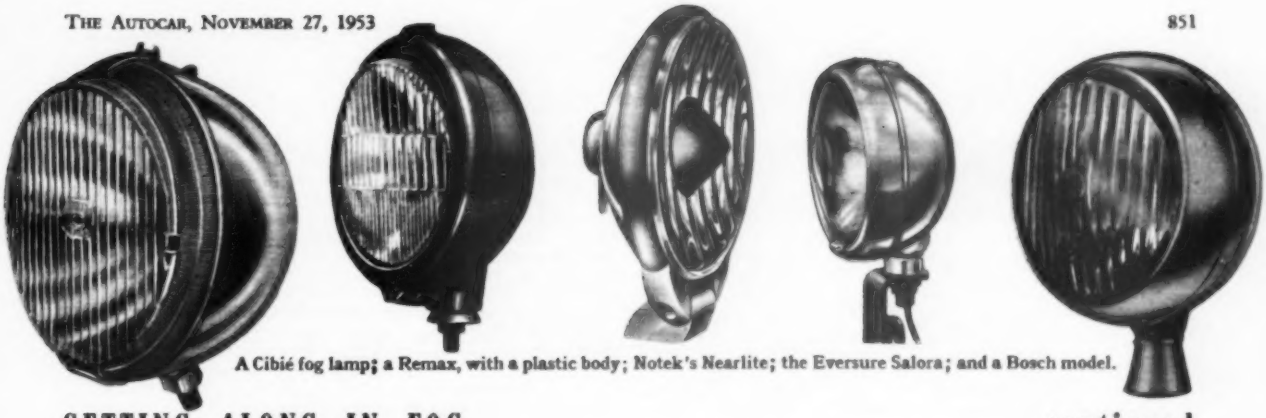

A Cibié fog lamp; a Remax, with a plastic body; Notek's Nearlite; the Eversure Salora; and a Bosch model.

GETTING ALONG IN FOG . . . . . continued

car and preventing that lost-in-space feeling, and it causes cats' eyes studs in the centre of the road to shine. Blessings on their inventors and those who install them! But in the really bad fog, the one that is as thick and white as milk, when he is reduced to a kerb-crawl, he likes the powerful pencil beam boring a hole in the fog along the kerb. Besides the specialized pencil beam fog lamps, the narrow beam, long range driving lamp, which so many people have as a matched pair with a fog lamp, is admirable for this purpose. It is usually mounted to the right side of the car, and high up: if you have such a lamp as the Lucas SLR (or "Flame-thrower"), it is worth considering by what means you could, in fog, on the road, easily change it over to a low and leftwards position. A longer lead, and an alternative bracket, for instance.

In installing an auxiliary lamp of high power the full benefit will not be obtained unless heavy enough wiring is used. There are too many such lamps which have been fitted either by the garage or the owner with too small a cable, which causes a voltage drop. It is noticeable that when cable is supplied by the lamp maker he always, anxious that his light shall shine brightly, provides a good one. It is also desirable to avoid any voltage drop by keeping the cables of a reasonable length and not letting them wander about all over the place.

British fog lamps have usually a 45- to 90-degrees spread. Continental ones, such as those of Marchal, have often a 180-degree spread. With the 640 and 630 models, Marchal lamps have also a beam higher at the extreme ends: one might call it a "dumb-bell beam." When the table of lamp measurements and beam characteristics is studied it will be seen that both yellow and white light are offered, sometimes as alternatives by the same maker in the same model.

White or Yellow ?

Now, this is a choice which the scientists have not settled for us. Colouring the light yellow by a tinted lens, say some, merely reduces the amount of illumination. Others maintain this theory: dazzle, and consequent contraction of the pupil of the eye when meeting other cars, is caused by the top end of the spectrum. This applies also to light reflected back by fog. Thus if the top end is cut off the spectrum by golden glass, the loss in strength of illumination is more than balanced by the fact that the pupil of the eye stays more open. If one wishes to experiment it is better to do so with yellow "night driving glasses," for *they* tint all the other shop, street and car lamps and not merely one's own. Some drivers like them very much; others regard them as of no value. But they are inexpensive and worth trying, not in conjunction with a lamp which is already yellow, for the double yellow is too much.

This business of the driver losing effectiveness of vision applies also to bright mains bulbs in cafés and other oases of a night journey; it takes time for the eyes to readjust themselves afterwards to the dimmer standards of car lighting. One should not sit or stand so as to have strong, direct lighting in the eyes during refreshment; and one driver known to the writer always puts on his dark sun glasses on entering a roadside café at night—it has caused many suspicions!

Every effort should be made, on a foggy night, to stick to familiar roads and main roads, even if it means a longer way round, and on longer journeys it is also possible, with the aid of a map, to plan or modify a route to avoid flat river valleys and also great heights. Thought for the lie of the land is also valuable in those conditions where good progress is being made, but there are occasional thick patches which can alter the situation with alarming suddenness, in a hollow, by the side of a pond or in a patch of heath. They can often be forecast, and in any case memorized for the next journey along that road.

There is one absolutely basic need in fog, a clean windscreen. A demister, or a wipe with a demisting cloth, takes care of the inside of the windscreen, and a windscreen spray of the outside. When the quantity of cold blast passing over the outside of the windscreen, and the smallness of the flow of warmed air arising from a demister, are considered, it is surprising that screens do not freeze.

MANUFACTURERS OF FOG LAMPS

AUTOROCHE: Autocar Electrical Equipment, Ltd., 32-34, Albert Embankment, London, S.E.11.

BOSCH: Bosch, Ltd., 45, South Audley Street, London, W.1.

BUTLER: Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham, 10.

CIBIÉ: S. Guiterman and Co., Ltd., 37, Soho Square, London, W.1.

DUCELLIER: Morris and Ingram (London), Ltd., 36-38, New Broad Street, London, E.C.2.

DESMOLITE: Desmo, Ltd., Scholefield Street, Birmingham, 7.

EVERSURE: Eversure Accessories, Ltd., Eversure Works, Kingston Road, Birmingham, 9.

HELLA: Slip Products and Engineering Co., Ltd., Slip Works, 95, Victoria Street, St. Albans, Hertfordshire.

LUCAS: Joseph Lucas, Ltd., Great King Street, Birmingham, 19.

MARCHAL: Marchal Distributors, Ltd., Brook Lane N., Great West Road, Brentford, Middlesex.

NOTEK: Notek Electric Co., Ltd., 23, London Road, Bromley, Kent.

RAYDYOT: James Neale and Sons, Ltd., Graham Street, Birmingham, 1.

REMAX: Remax, Ltd., Remax House, Alfred Place, London, W.C.1.

One of Butler's new saucer lamps, with the bulb in a lens mounting, and an uninterrupted reflector; a Hella, which has a clear glass with a yellow-glass brow at the top; and the new Lucas smaller saucer lamp.

LIGHTING THE WAY IN FOG . . . . . continued

FOG LAMPS

The following table gives the principal particulars of most fog lamps on the British market. Some of the makes have a pencil beam fog lamp: but with all makes it can usually be taken for granted that there is a pencil beam, long-range driving lamp making a matched pair with the fan-beam fog lamp specified. Most fog lamps have flat-topped beams, so this is not specified in the details. Where a maker has the same kind of lamp in two sizes, it may be said that the larger is probably more efficient (with the same bulb), because it has a greater area of reflector, in proportion to bulb base and perhaps bulb shield. Cibié, Ducellier, Bosch, Autoroche, Hella and Marchal use Continental bulbs. One lamp, the 630 or 640 Marchal, requires special explanation, for it is a dual purpose lamp, supplied for "*virages et brouillard*"—corners and fog. The high, bright ends of its very wide beam are useful for mountain motoring, and very winding lanes, to see into sharp corners. In fog, they help to illuminate road verges.

MAKE AND MODEL	DIMENSIONS		BEAM			PRICES				Remarks
	Width	Front to rear	Spread	Watts	Yellow or white	All chromium	Black, chromium rim	All black	Switch, bracket and wiring (if extra)	
AUTOROCHE	(in)	(in)	(degrees)		Y or W	£ s d	£ s d	£ s d		
495 BIS	6½	3 7/16	80	45	Y	3 12 0	—	—	7s 6d	495 has oblong body.
408 BIS	5 5/16	3¾	55	45	Y	4 8 6	—	—	17s 6d	
700 BIS	6 5/16	4¾	60	45	Y	4 17 6	—	—	17s 6d	
BOSCH										
LE/NE 105 ...	4 1/16	3 1/16	Wide	35	W or Y	3 7 6	—	—	9s 6d	Bracket and push-pull switch are 9s 6d: left-right switch is 4s 6d extra. There are 13 variants of these three basic lamps.
LE/NE 130 ...	5 5/16	4½	Wide	35	W or Y	4 2 6	3 3 6	—	9s 6d	
LE/NE 150 ...	6	4¾	Wide	35	W or Y	4 15 6	3 16 0	—	9s 6d	
BUTLER										
"Saucer" 1435/A	6½	3½	Medium	6v 36 or	W	2 10 0	—	—	—	Lower half lens fluted, upper half clear.
"Saucer" 1435/B	6½	3½	Fan	12v	Y	2 10 0	—	—	—	All-fluted lens.
Atlantic 828 ...	5½	4¾	Fan or Pencil	48	Y or W	2 16 10	2 5 4	2 0 2	—	
CIBIÉ										
3370	4¾	3½	100	45	Y	3 1 9	—	—	—	Bracket supplied but not switch and cable.
3371	5½	4½	100	45	Y	3 7 6	—	—	—	
DESMO										
Regulite 2922 ...	5¾	3½	70	6 v 36 or	Y or W	2 10 0	2 5 0	2 2 0	—	
Regulite 2001 ...	7¾	5	80	12 v 48	W	5 0 0	4 2 6	3 15 0	—	
DUCELLIER										
1695	5¾	3½	50	45	Y	—	3 10 0	—	—	1693 and 1695 have silvered backing on half the lens, giving a very flat-topped beam.
1693	5¾	3½	50	45	Y	4 3 6	—	—	—	
1856	5½	3½	50	45	Y	3 19 0	—	—	—	1856 has normal lens giving flat beam.
EVERSURE										
560	5¾	3½	Pencil	36	Y	3 3 0	—	—	—	
560A	5¾	3½	45	36	W	3 3 0	—	—	—	
580	7¾	4	45	36	W	—	—	2 2 0	—	580 has silver-grey finish not black
HELLA										
110	5	3½	150	36	See note	2 18 6	—	—	Bracket 4s	White lenses with yellow brow moulded in, giving flat top layer of yellow light.
130	6	3½	150	36		4 7 0	3 5 6	—	Bracket 8s	
180	7½	3¾	150	36		5 18 6	—	—	Bracket 8s	
LUCAS										
SFT 700S	7½	3½	Wide	6v	W	4 12 6	—	—	—	SFT 700S and 576 have very shallow bowls.
SFT 576	5¾	3½	Wide	36 or	W	4 2 6	—	—	—	
SFT 462	4½	4½	Wide	12v	W	3 10 0	—	—	—	
WFT 462	4½	4½	Wide	48	W	3 5 0	—	—	—	No switch or cable.
FT 67	9	—	Wide	12v	W	6 0 0	—	—	—	FT 67 matches large head lamps on certain quality cars.
FT 58/2	6½	5	Wide	48	W	4 15 0	—	—	—	FT 58/2 is for Austin Sheerline and suits some other cars. No bracket, cable or switch.
MARCHAL										
640/300	5½	3¾	180	45	Y or W	3 9 6	—	—	10s	640 and 630 have double reflector; lens and bulb shield give wide flat-topped beam, rising and brightening at extreme ends to illuminate roadsides.
630/300	6½	5½	180	45	Y or W	3 19 6	—	—	10s	
630/200	6½	5½	180	45	Y or W	—	3 6 6	—	10s	
650/300	6¾	4	Wide	45	Y or W	3 19 6	—	—	10s	650 is oblong lamp with extremely wide, flat-topped beam.
650/200	6¾	4	Wide	45	Y or W	—	3 6 6	—	10s	
7630/200	7½	—	180	45	Y or W	—	4 3 3	—	—	This is a flush-fit lamp for mounting in panelling. The beam is the same as with 640 and 630 lamps. 2¾in protrudes behind panel.
NOTEK										
Fogmaster ...	9½	5¾	Wide	36	W	6 8 0	5 8 0	5 8 0	—	
Roadmaster ...	7¾	4	Wide	36	W	5 8 0	4 18 0	4 18 0	—	
Nearlite ...	5¾	2½	Wide	36	W	3 8 0	—	—	—	
RAYDYOT										
Meteorite ...	7¾	3¾	Pencil	6v	W	4 7 6	—	—	—	
Comet	7¾	3¾	40	36	W	4 7 6	—	—	—	
FL.100	4¾	3½	90	or	Y	2 2 8	—	—	—	
FL.106	6	4½	—	12v	Y	2 10 0	—	—	—	
FL.105	6	4½	—	60	Y	—	—	2 2 0	—	
REMAX										
R356	6	4	Wide	48	W or Y	2 4 0	—	—	—	
R700	6	4	Wide	48	W or Y	—	1 19 0	1 15 0	—	R700 has Melamine plastic body, with black plastic or chromium plated metal rim. All lamps have focus screws.

THE LODGE

Sparking plug Terminal Cover

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CORRESPONDENCE

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PARKING

Misplaced Enthusiasm?

[65281.]—As an owner-driver who has, for the past twenty years and against increasing odds, asserted his right as a citizen to travel to his place of business in the privacy and comfort of his own car, I think I can answer the question raised by your correspondent, "Puzzled Motorist" [65233]. I have experienced the same type of petty persecution in my part of the West End, and it has led me to study the problem with some care.

Every so often a new bunch of constables is delivered to the local police station, fresh from training and bursting with enthusiasm. Provided with the necessary pencil and notebook, they are sent out on their beats bright and early and, remembering their so recent training, are on the lookout for anything they ought to report.

Owing to the refusal by several generations of Governments, in true British manner, to recognize the fact that the car is, and has for many years been, a necessity of civilization, they (the constables) find the quieter streets lined with parked cars. No one denies that they cause obstruction. The constables proceed on their beats. On the next time round they find a number of cars which are still in the same position as they occupied on the first round. Good enough; out notebook and pencil. Eventually various obstinate cars which refuse to move are not only noted down but their owners are awaited, accosted and finally summoned.

"Puzzled Motorist" will find that this particular form of tyranny is very noticeable at this time of year. As the novice learns his job he soon realizes that a morning in a nice warm police court, where nothing much happens before ten o'clock, is far better than bashing a beat in the rain, and who can blame him? After all, the motorist is fair game for any type of monetary extortion, and it will cost him only about £1 in cash, plus about £5 in lost working time should he attempt to defend himself.

There is always, of course, the recognized parking space available in the nearest square. But here the office worker is limited to two hours' parking, unless he is prepared to bribe the attendant to see that he is "all right." And since the attendant is making a far better income by way of tips (and probably not paying tax on them) than is the motorist, it is rather galling to the latter to have to pay such protection money.

But a more senior official of the police than the novice constable kindly provided me with a talisman which, so far, has worked. By leaving a note visible in the car, stating his name and address, the owner, apparently, ceases to be obstinate, and should it be necessary to clear the street, the novice knows where he can contact the car's owner who has, in fact, declared his willingness to move his car if asked. This may mean that the constable has to climb several flights of stairs before contacting the car's owner. This puts him off his stroke. There is nothing in police regulations which tells him how to deal with such a situation. So the motorist is left in peace, while his less fortunate brethren continue to be persecuted for causing technical obstruction within the strict letter of the law, even though they park their cars in a street of derelict buildings where no one is likely to have any particular business.

Seriously, though, this type of petty tyranny should cease until such time as some Government has sufficient vision to provide cheap and adequate parking space for the many hundreds who convey to their essential work not only themselves but many of their friends and neighbours.

As for the police having surplus staff, how often has "Puzzled Motorist" hesitated to leave his private residence for a period in case it should become due for the attention of the burglar? While the constable is awaiting the return of the obstinate parker, how many smash-and-grab raids have taken place? We are always being told how much under strength our police forces are. Why can such staff as the police forces have afford so much time to deal with what amounts to minor negligence?

London, N.W.11. NOT SO PUZZLED MOTORIST.

CORRESPONDENCE . . . . . continued

HAND SIGNALS

And Uncancelled Indicators

[65282.]—I have read recent correspondence on this subject with much interest and trust that those persons responsible for the rewriting of the Highway Code will take some of the useful suggestions given to heart

I would particularly like to endorse the remarks of Mr. H. C. Newton [65226] in your issue of October 30, especially with reference to drawing up at the kerb, or turning left.

No one has so far mentioned the absent-minded motorist who forgets to cancel his traffic indicator. (Although many traffic indicators are of the self-cancelling type, they do not always function unless one makes a 90-degree turn.) This type of motorist is a perfect menace and there is a number of them in the Birmingham area. I have followed some drivers, blissfully ignorant of their folly, for up to a mile, expecting them to make a turn at any moment, but they merely continue on the straight course.

Even if one attempts to draw their attention to the matter, they continue to look quite blank. There are, however, a few who give a polite wave of thanks and immediately cancel the offending traffic indicator.

I would like to make a suggestion in connection with zebra crossings. In congested areas, it is extremely difficult to see the beacons or the edge of the pavement, owing to parked vehicles; if one is a stranger in the particular district, however carefully one may be driving, pedestrians appear from nowhere on to the crossing.

I would, therefore, suggest that amber strips be painted on the roadway, say approximately 50 yards either side of a crossing, in congested areas, in order to warn motorists that a crossing is ahead. W. PERCY MCGEOCH.

Birmingham, 10.

Things Could be Worse . . .

[65283.]—I have been very amused to read of the indignation of various motorists expressed in your Correspondence columns.

It would do all of these people a great deal of good to pay a short visit to this country or the U.S.A. In comparison to the behaviour of the average motorist here, his English counterpart deserves a halo. Only about one in ten cars has a signalling device, although all have stop lights. No hand signals *whatever* are given; you merely become a student of telepathy and hope your brakes hold Courtesy is non-existent. A friend made a remark in all seriousness on learning I was taking a trip to New York by road, "You should be sure you have made a will before you go—most everyone does before going on a long trip."

Drunken drivers in the city of Toronto are so common at weekends that the police take not the slightest notice. One driver could not get his car off a parking spot, being hemmed in; thinking to lend a hand, I discovered the driver hopelessly drunk. On calling the police (the man insisted on trying to drive) I was told, "Sorry, we can't do anything, we have too many to cope with already." Another weekend I was on a tramcar coming out of the city, which was side-swiped no less than three times. Had it not been for the tram driver the cars must have been involved in serious accidents.

I am looking forward to a visit shortly to England when I shall, for a short time at least, enjoy driving.

Ontario, Canada. A. A. BROWN.

Leaven Textbook Training with Common Sense

[65284.]—Two of your correspondents on the subject of hand signals give their academic qualifications but it would, perhaps, have been more informative had they given, instead, their total driving mileage.

Their expounding of the textbook aspect of the Highway Code is admirable but, as we pass through life, most of us find it advantageous to leaven our textbook training with a helping of common sense and humility.

For example, if angling to pass a "heavy" in full passage, only a moron would blithely take the driver's "up and down" hand signal to mean that he proposes to pull up at the kerb. It would be more prudent to interpret it, especially if it be of quick tempo, as "Tuck in behind me, chum, and I'll give you the overtake as soon as I can."

These carefully chosen commercial drivers—as a class—are, in my experience of a modest half-million "safetyfast" miles, the most helpful and co-operative on the road and, in the case just cited, it can be assumed that when the driver does give the "overtake" it has not only the book meaning but, as a corollary, adds an assurance that from his point of advantage he can see no reason why you should not do so.

I agree with some of your correspondents that, amongst first-class drivers, signals are rarely called for (witness the paucity of hand wagging in dockland and factory areas where the purely private driver is almost non-existent and accidents and frayed tempers are the lowest in spite of the difficult conditions).

However, we cannot all have natural aptitude and while almost anyone can—rightly—pass the driving test given sufficient cramming, it is best that all should conform to the officially recommended signals.

It is to be hoped, however, that the new Code will reduce and lay less emphasis on signals and impress more emphatically that they are ancillary to, and no substitute for, good driving, consideration for others and good roadmanship in general.

London, S.W.1. E. P. LUCKING.

Three Necessary Signals

[65285.]—I really must reply to the critics of my letter [65226]. It was unfortunate that there was apparently not enough space that week to publish the second half of my letter giving details of the three hand signals that I have always given (and shall continue to give), which I think would have made everything clear to Mr. H. P. C. Murphy [65255], Mr. A. Samson [652561] and Mr. J. Burkitt [65257]. These are briefly: the hand, palm forward and arm outstretched, for a right-hand turn; the hand, palm forward and arm outstretched at an angle of 45 deg. from the elbow, for a stop; waving the hand from rear to front to indicate one's intention to stop at the kerb or for turning left.

It is quite absurd for these gentlemen to suggest that I study the Highway Code—of course I have done so, otherwise I could not criticize it and make suggestions for better safety. They obviously do not stop to read my words carefully. I would also draw their attention to the fact that the Highway Code is *not* law—hence my anxiety that it is rewritten and made law, as it is suggested; it should be carefully amended. There is a lot of very useful information in the Highway Code apart from the "hand-wagging" pages.

I would hazard a guess that none of these gentlemen has been driving for many years, but when they get to their fortieth (or even thirtieth) year, they may feel differently and I agree that we are always learning, as even I am.

I would congratulate Mr. E. A. Foster [65259] on his outspoken remarks but I cannot say that signals are completely unnecessary—I repeat, drivers *must* learn to use their mirrors more and have them properly positioned.

In conclusion, I would be only too pleased to take any of these gentlemen for a run through all kinds of traffic to prove my words. H. C. NEWTON, A.F.R.Ae.S.

Weybridge, Surrey.

FAMOUS SCOTTISH CARS

The Early Argylls Had Poppet Valves

[65286.]—May I be allowed to correct a mistake Thomas Whitson makes in his interesting article about early Scottish cars? He says that the early Argyll cars made by the Hozier Engineering Co. were fitted with sleeve-valve engines. Although the later Argyll cars adopted this principle, this came about much later, as the sleeve-valve engine was first introduced into this country by Charles Y. Knight, a young amateur engineer from Wisconsin, at the instigation of the late Sir Edward Manville—then the chairman of the Daimler company, of Coventry. This took place not earlier than 1906; previously, it was quite unknown in car engineering.

I drove many Argyll cars shortly after the turn of the century with the orthodox valve system, including a three-cylinder model of which the manufacturers turned out only a very few.

Epsom Downs, Surrey. ST. JOHN C. NIXON.

A Remarkable Achievement

[65287.]—Thomas Whitson, in his article "Famous Scottish Cars of the Past," does less than justice to Scotland, I would suggest, in your Scottish Show number, when he writes, "In 1904 G. and J. Weir, of Cathcart, were commissioned to build special bodies for three Darracq cars which were entered for the Gordon Bennett race." These cars were candidates for the British team in the race, and it was one of the rules of the competition that cars entered for it should be built wholly in the country which they represented. G. and J. Weir, therefore, were commissioned to build not just special bodies for the three Darracq cars, but the three cars complete.

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CORRESPONDENCE . . . . . continued

The interesting aspect of the affair is that this firm of marine engineers had, apparently, never built a car before, and although the racers had to be presented to the Automobile Club in London on April 16, the drawings from Suresnes, to which Weir's had to work, did not reach Cathcart until the beginning of February. Nevertheless, the cars were completed in time, in spite of the distance of Scotland from the "hub" of the industry to which Mr. Whitson refers.

They were, admittedly, far from being in a highly tuned condition even by the date of the eliminating trials in the Isle of Man in May; but the 1904 Darracq racers built at Suresnes were scarcely more successful, and Weir's achievement in completing the cars at all in the time remains a very remarkable one.

London, W.8. KENT KARSLAKE.

[The author comments: "The reference to Argyll cars using sleeve valve engines was a generalization. Only the earliest Argyll models were not so fitted. Contemporary records show that the Gordon Bennett Darracqs could not legitimately bear the label 'made in Scotland.' Some parts were manufactured in Wolverhampton by Marston and Company."—ED.]

TOWING

Time for a Standardized Fitting ?

[65288.]—Is it not time that car manufacturers took notice of the trailer user and fitted, as an extra, a heavier rear bumper with a small choice of towing fittings ?

In this country district almost every car is fitted for a trailer. The great army of caravanners and campers, the smaller but growing force of small boat sailors, and the still smaller hunting fraternity with their horse boxes all require an attachment for a trailer of some sort.

A great number of these trailers are home-made, and their towing fittings are made by the local blacksmith. They are not always very neatly done, and are a source of surprise if they are even amply secure. It needs very little imagination to picture the appalling damage that could be done by a trailer that had broken away, rarely though it seems to occur.

A manufacturer's fitting would be better designed, made, and finished. It could, if necessary, be stamped with a weight limit. And one would not have to wait weeks for the job to be done.

Augher, C. Tyrone. FOUR-TWO-SIX.

ECONOMY CARS

Volkswagen the Most Impressive Yet ?

[65289.]—I have been reading *The Autocar* since last July and enjoy it very much. Your Max Millar must be a genius with mechanical drawings.

As the specifications of the new cars appear I am continually baffled by the British manufacturers' inability to grasp the driving problems we have in the United States—the mountains we have to climb and the distances we have to travel at high speed.

For example, consider the new Ford Prefect. If it is to be sold in the U.S. it should by all means have a four-speed gear box in which the fourth speed is a true overdrive, as is the case with the Volkswagen and the new Panhard. Another case that comes to mind is the Morris Minor which I understand is now fitted with the same engine as the Austin A.30. What a car it would be for us in the U.S.A. if it were fitted instead with an Austin A.40 engine and a gear box that would give a real overdrive in fourth speed.

What you would class as competition driving in Britain is just ordinary everyday driving here. Here your economy cars never get a chance to wear out—they just "burn up" with high r.p.m. There is one exception to this, the Volkswagen. Had the designers of the Volkswagen given as much consideration to the passengers as they did to the machinery this German product would have been the greatest economy car of all time.

Lewiston, Idaho, U.S.A. H. E. TURNER.

PRESS ON

Combine to Complain to the Real Culprit

[65290.]—So this correspondence has, as usual, developed into a slanging match between two categories of road users—in this case the drivers of the "heavy" and the drivers of the light or private car—while the real culprit gets off scot free without even a disparaging remark.

I refer, of course, to the highway authority who has failed either to make the roads wide enough for traffic to pass in both directions when cars are parked, or to provide an adequate number of parking grounds for these vehicles.

It is, indeed, regrettable that road users as a whole bicker and recriminate amongst themselves—one type of driver versus another, the motorist versus the cyclist, the pedestrian versus the motorist, and so on, while the highway authority who is, in my opinion, to blame for a very large proportion of road accidents, gets away with it.

The total amount of money received by the national exchequer from road users of all classes is so colossal that there can be no excuse for the continued inadequacy of our roads. So long, however, as the road users indulge in internecine strife instead of combining their voices solidly against the highway authorities, so long is there little hope for improvement. E. M. WAGNER.

London, N.W.3.

CLOGGED CALENDAR

A Minor Snag ?

[65291.]—After reading Mr. Desmond Scannell's scheme as recorded in "The Sport" of your November 13 issue one of the "minor snags" seems to be a major difficulty.

Briefly, if only "grade A" drivers are allowed to drive in *grandes épreuves* and one has to finish in the first six or seven places in a *grande épreuve* to qualify for a "grade A" licence, how does an up and coming driver qualify for his A licence ?

He cannot drive in a *grandé épreuve* unless he has his A licence, but on the other hand he cannot qualify for an A licence unless he drives in a *grandé épreuve*.

London, W.6. P. GLAZEBROOK.

THE LIMIT

Method of Augmenting Salary ?

(65292.)—I thought you might care to hear of an experience I had after parking my car in Leicester Square, London.

Upon my return two hours later, the car would not start; I found that the distributor-to-coil lead had been deliberately cut and also an inspection lamp lead. Whilst I was locating the trouble, an offer of help came from a supposed passer-by, who stated that he was a mechanic. It appeared likely that he may have been responsible for putting the car out of action. I endeavoured to contact a police officer, but unfortunately the "mechanic" went on his way. I believe another method employed is to change over the plug leads.

Whether or not this is one of the latest methods used to supplement salary I do not know, but I felt that you might wish to publish this letter so that should others find themselves in the same position they will have a good idea where to look for the trouble. L. S. WOOD.

Steyning, Sussex.

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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Night Roads

THE road at night can feel extremely lonely. Attention is concentrated on the illuminated area, and what lies beyond the hedgerows remains undisclosed. Consequently the impression grows that there is nothing there but open country, and that the only homesteads on the route are those that directly front the road. It is not true, of course. Except in a few northern districts, the landscape is dotted with cottages, and a little way back from the road there are terraces whose garden gates, interrupting the hedgerows, become visible if the speed drops sufficiently for the attention to turn momentarily to one side or the other. But for most of the run at high speed one is alone with the night and the road and the beam of the lights, as if fifty years have slipped back and the horses are all in their stables.

✦ ✦ ✦

Benefit of Advice

WE were in the Lowlands of Scotland, and it was pouring with rain—pouring in the way that sends great veils of water swirling and splashing across the beam of the lamps. On the map it seemed that we could make our way from Beattock, through Moffat and along A708 to a loch where a right-hand turn would take us down Tushielaw Brae and eventually to Hawick, our destination. We missed that turn and consulted the map again. If we turned right at Tibbie Shiels Inn, farther on, it seemed that we could do something similar, joining the other

Only way.

road a little later than before. The map showed it as a reasonable secondary road.

We turned right at the Tibbie Shiels Inn, followed a well-surfaced road for about a quarter of a mile and then drove on to a very rough affair that terminated in a farmyard. To the left a track—no more, it seemed—went up over the hills, and a Selkirk County Council notice, barely decipherable, said something about using the track at one's own risk. The well-surfaced road had led only to the inn. This was puzzling, but the farmer, his son, and a fat ewe were sloshing through the rain in the farmyard. "Is this the Hawick road?" I asked. "No," he replied, emphatically. "Ye'll need to go into Selkirk by the main road, and then by the main road to Hawick. 'Tis the only way. Go up to the house yon and turn round there." We thanked him and did so. "How about Sally?" piped the lad. "She'll be right," said the farmer, and we gently edged past her to assure him that she would, indeed, be right.

It was a long, wet way round to Hawick, and there was no time on succeeding days to check whether the map road over the hills did, in fact, exist. Never mind; we'll go back some time, but in the meantime we were grateful for the friendly word that stopped us from trying a trials track on such a night over the Lowland summits.

✦ ✦ ✦

Rubberneck

FROM the distance there were lights and a haze of what seemed to be mist; from closer one could see human figures moving about the scene. From really close it proved to be a lorry that had left the road and caught fire, burning itself out. The people were firemen and the lights came from their equipment, parked on the verge. The mist was the steam of water or chemical, evaporated by the heat of the fire. The scene was on a gentle fast bend on a main road round which traffic might well be expected to come at 50 to 60 m.p.h.

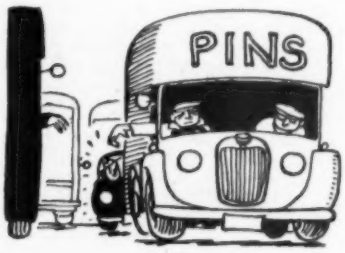
The driver in front of me slowed to a stop in order that he and his passenger might gape at disaster. He did not even bother to pull into the verge, but presumably assumed that I was as stupid as he and would be prepared to satisfy my curiosity as to what had happened in the same asinine manner. I wasn't, and felt justified in giving him a prolonged and angry blast on the horn as I was forced to go right over to the wrong side of the road at such a juncture in order to continue my journey.

✦ ✦ ✦

A5

WHENEVER I criticize the road to the Midlands correspondents retort that there is nothing wrong with A5. With the greatest respect, I continue to differ. The other night I left London at about 7 p.m. for Leicester—via A5—and found that so-called artery appalling. Does the Minister of Transport ever try driving himself up the main roads at such hours? Does he ever call for a traffic census of heavy lorries on such roads at such hours? Does it ever occur to him that the overtaking of hundreds of lorries in the course of a single journey, on a road that is inadequately wide for the purpose, and suiting the opportunity to opposing traffic, is asking for a lowering of road safety? Do any of the propagandists ever drive more than twenty miles on a Sunday afternoon (though that is dangerous enough, heaven knows)?

What needs hammering home is that road safety is not only a matter of a "speeding motorist" and a child dashing across the road. It is also four million drivers, desperately trying to force their way along a road system



Appalling.

which gives them no help whatsoever, only hindrance; that is a monument to the immorality of politics, to the stupidity of local authorities. Trying to force their way along it at the speed dictated by the demands of modern civilization, not by their own rash impulses. Does the public demand fresh food, export pipelines continually filled, quick deliveries and enterprising business? Then it must accept fast transport and make its politicians do something about it. One thing they might do right away is to transform A5 and A1 into double-track roads of adequate width. After that there's plenty more left to do.

✦ ✦ ✦

Flat Spot

WHEN I have had enough—usually at about three hundred miles in typical main road traffic—a deadly depression seizes me, to add to the weariness of coping with conditions. At that point it is as well to stop, because the sensation is only temporary, and in half an hour one may be going strong again. None the less, I go strong only as far as I must, and then leave the road for the night. Otherwise there is a tendency for the sensation of driving to persist sufficiently long to prevent sleep. On the emptier roads of Continental Europe, the mileage figure is nearer 500 than 300, and it does, of course, depend a lot on the car one is driving.

MR. TROWBRIDGE has a problem

Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and *has* to be certain the radiator will never freeze on frosty mornings.

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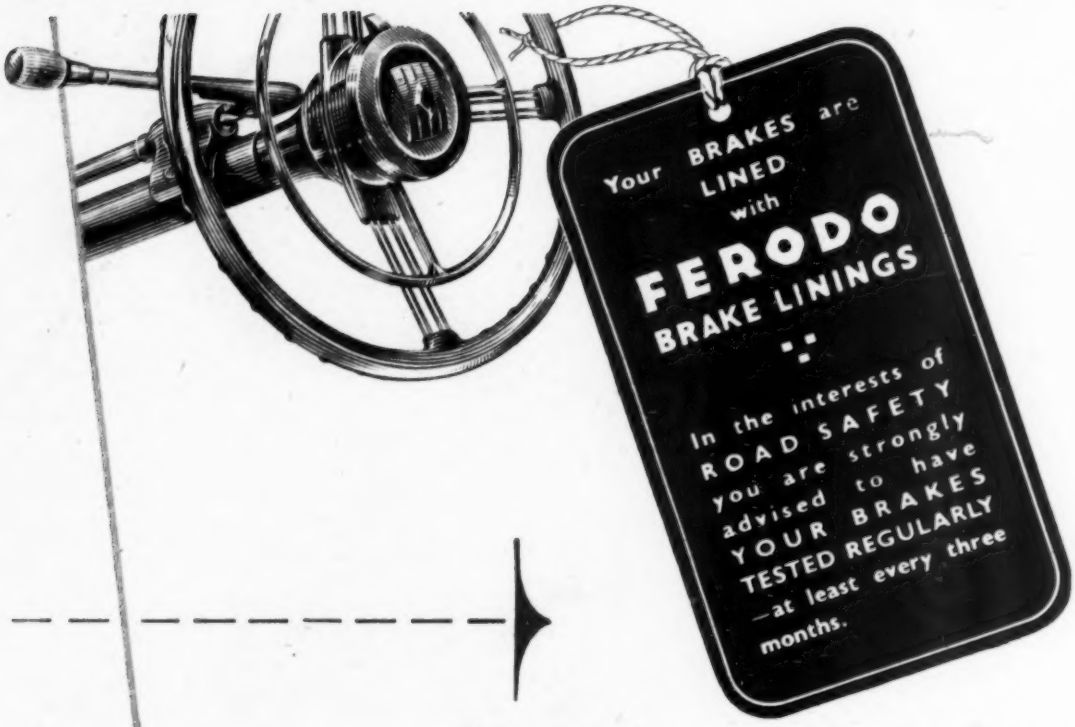

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Breaking Valve Springs

Can you throw any light on an epidemic of outer valve spring breakage on my Triumph 2000? The car is used only for pleasure and has done only 20,000 miles since new.

So far I have had four outer springs break, a different one each time.

Could the solution be perhaps a batch of too highly tempered springs?

London, N.2. *J. E. H.*

THERE is just a faint possibility that you have been unfortunate enough to get four bad springs but the likelier thing is that, at the time, perhaps, of a decarbonization, the springs have been incorrectly fitted. They must be fitted with the close coils nearest the head, and if this is not done, breakage is almost inevitable. It is a very easy matter to check this by removing the rocker cover.

Austin Seven Carburation

I am considering fitting twin S.U. carburettors to my 1932 Austin Seven, which has the old type manifold with the separate cast alloy U-piece carrying an updraught carburettor. Could you tell me if it would be practicable? *D. A.*

Manchester, 9.

IT is not considered advisable to fit twin S.U. carburettors to this Austin Seven engine unless ultimate speed is the sole consideration, and unless all the necessary steps have been taken to modify the rest of the breathing system. This would entail bigger inlet valves and enlarged ports, for the smallest S.U. carburettor obtainable would be much too big for the existing inlet valves and ports. With the engine in standard form, you would be far better advised to fit the current replacement carburettor, which is a very great advance over the original one, and which will elicit all the horsepower which the standard engine is capable of developing.

Resonant Exhaust

My local garage has fitted a copper tail pipe from the silencer to the rear of my 1939 Lanchester, and now the exhaust noise is most noticeable and quite out of keeping with the character of the car. Could you suggest any reason for this noise? *F. S.*

Birmingham, 14.

FITTING a copper tail pipe is a popular dodge among some sports car owners who *want* to create the note that, as you say, is out of character with your car. The copper tail pipe is naturally resonant, and if maximum silencing is to be achieved it should be replaced by an orthodox steel pipe.

Oil Leak

I bought an o.h.v. Austin Sixteen some time ago and I am continually troubled by an oil leak from the bell housing (not gear box). Can you tell me what is the cause of this trouble? *R. F. M.*

Johannesburg

IT must first be decided whether engine oil or gear box oil is leaking. If you are using different grades in the two compartments this should be fairly simple. If it is engine oil, the trouble is in the rear main bearing oil throwing arrangement, or else the crankcase breather is obstructed (in which case this would probably be indicated also by leakage from other parts of the engine).

If it is the gear box oil that is leaking, it is likely that the gasket on the face of the first motion shaft bearing housing is faulty or the housing securing screws are loose.

Oil Pump Trouble

I have a 1937 Austin Ten which has recently been completely overhauled. I get a good oil pressure reading when in motion and when the engine is ticking over. However, if I switch the engine off for a minute and then start it again, I get no oil pressure reading at a tickover. I have to accelerate considerably before pressure returns, after which the pressure remains good, even at a tickover. What could be the cause of this phenomenon?

Umberleigh, Devon. *C. R.*

IT appears that there is an air leak on the inlet side of the oil pump which is not so serious that it prevents the pump from developing a fair pressure at high speeds, but which is sufficient to prevent the pump from repriming itself after the engine has been stopped when the oil is thin.

As the pump has a direct entry inlet, it would seem that the air leak can be only on the bottom face of the pump, between the base plate and the pump body proper. This plate is held in place by four bolts and it should be removed and made perfectly flat.

Temperature Gauge Repairs

I have a 1½-litre VA M.G. on which the water temperature gauge is broken. I thought that the soldering was faulty where the pipe entered the header tank and, taking a chance, I resoldered it. The needle, which did not move before, will now move up a few deg C when the immersion end is placed in boiling water. I presume that there is now air in the pipe and would like to know how to bleed it.

Buckie, Banffshire. *S. H.*

UNFORTUNATELY, the temperature gauge cannot be repaired once the capillary tube is fractured. The bulb, capillary and bourdon tube are pre-packed at the factory with an accurately measured quantity of methyl-alcohol or similar fluid *and it is not possible to get the gauge to work again after the tube has been fractured.* The whole instrument has to be packed in carefully controlled temperatures.

Sticking Gear

I have a pre-war Singer Nine in which I have difficulty in engaging first gear when at rest. The gear box and clutch have been stripped and the clutch reconditioned, but this did not cure the trouble. Now I can get into first gear without any grating only if I first engage reverse. My local garage cannot find any fault.

Devonport, Devonshire. *A. J. J.*

IF you are quite sure that everything in the clutch is in perfect order the trouble can be caused only by a tight spigot bearing on the first motion shaft. If the clutch is freeing normally, the spigot bearing is the only other point through which the drive of the engine can be transmitted to the gear box.

A simple test is to disconnect the front universal joint and try turning the flange while the clutch is held out of engagement. The only resistance to this effort should be the drag of the oil in the gear box, and therefore any tightness of the spigot bearing will be detected.

Incidentally, when checking the clutch, did you make quite sure that the centre plate was perfectly free on the first motion shaft splines?

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

Ignition Springs

After inspecting the automatic advance and retard units on my 1938 Morris Eight I decided to renew the springs. Originally one light and one heavy spring were fitted, but the replacements are two springs of the heavier type. Could you tell me if these are correct and also explain the use of the alternative holes drilled for the attachment of the springs?

Newquay, Cornwall. *R. S. D.*

FOR your distributor the unmatched springs are the correct ones, although it is not important which toggle the strong spring is fitted to. The springs should be hooked into the holes nearest the centre spindle, the toggles being mounted on their bearings with the small step underneath. Either fibre or steel toggles may be used. The extra holes are drilled in the toggles so that they may be used for other types of distributor.

Austin Seven Bearings

My 1937 Austin Seven engine was recently fitted with new big-end bearings, but not long afterwards No. 2 and No. 4 started to knock and, when they were examined, they were quite dry. The sump has been kept carefully topped up and I can find no blockages. The only possible clue seems to be a rather high oil pressure.

Norwich. *A. E. W.*

ASSUMING that there are no particles of metal in the crankcase oilways, the trouble must be caused by blockages in the crankcase oil jets, which are located between No. 1 and No. 2 cylinders and between No. 3 and No. 4 cylinders on the right side of the crankcase just below the cylinder block joint. The two brass hexagon nuts in these positions should be removed and wire should be pushed through the vertical holes to clear the jets.

A Michelin snow tyre with the tread pattern continued down the walls, to grip the groove made in snow ; another of the same make with bold grooves and each buttress sliced, for fast runs on snow ; and the Michelin Stop tread, used generally for ice and greasy pavé, and patterned to sweep away intervening water.

GETTING TO GRIPS

THE WINTER TYRE PROBLEM DISCUSSED:

YEAR after year, as the last days of summer become a memory and the first sharp signs of winter appear, most car owners begin to think about known seasonal emergencies. Human nature being what it is, the matter rests indefinitely after the remains of chains long past their prime are literally dug out of the rubble in the darkest corner of the garage. Suddenly we are caught: the daily papers cover their front pages with stories of snow-bound motorists on the main roads and it is necessary to put in a good deal of work with a usually inadequate shovel to free the car from its garage.

And so it goes on. Then as the stalwart crews of the Monte Carlo rally cars prepare themselves and their mounts for the annual ordeal we hear of snow tyres, and we wonder what snow tyres are, and are curious about them, debating whether they are any good and, more important, whether they can serve adequately the same purpose as chains.

Progress through snow is a problem which many tyre technicians have been trying to solve for innumerable years and a tremendous variety of designs have made their appearance as a result. The problem of producing such a tyre is greater in Europe than it is in any other part of the world. If it was a question of continual snow and snow only as in Canada, America, Scandinavia and Russia and other countries regularly provided with traditional winters, the solution would be a lot easier. But in Europe generally there is ice to consider; ice is a very different problem. There are also dry roads which may break up a too-elaborately patterned tread.

Many years ago tyres were produced which had rows of small steel studs, cylindrical in shape, which bit into ice. Unfortunately, the studs tore away from the rubber quite frequently and in addition the individual studs wore badly. These tyres were quite useless in snow.

Heath Robinson would have delighted in the many ideas which followed. One particular tread design was so efficient on wet roads that the car could scarcely get along at all: it consisted of rubber suckers! Chains, however, proved themselves the happy

The Swiss Pallas tyre, which has served in the Monte Carlo rally ; a Dunlop tyre with multi-studded tread for icy roads (it is experimental, and an improved design is in hand) ; and a Tyresoles tyre which has a removable chain inserted in a groove in the centre of the tread.

Three British tyres for winter. They are the India All Purpose, having continuous running ribs, but also deep traction bars ; the India Winter, a multi-studded type with overlapping studs for silence and running continuity ; and the Firestone Town and Country tread. The last has big zig-zags which give a continuous running surface sliced for ice and greasy roads.

WITH SNOW

MODERN TECHNIQUES ATTEMPT A SCIENTIFIC SOLUTION

medium on both snow and ice provided they were fitted properly and the car was not driven too fast. Speed must be kept down when driving with chains, for the centrifugal load can be very high, as many a Monte Carlo crew has found out. Nevertheless, they remain the best solution for normal work. Unlike special tyres they can always be carried and are comparatively easy to fit in the majority of cases. They bite into the smoothest ice. It has been found that where journeys over great distances and speeds in excess of 30 m.p.h. are necessary, something else is desirable. That is what snow tyres are for.

In Sweden, technicians evolved a tread from which steel spikes protruded, but although this was successful, even when used in racing on ice, the tread was ineffective in snow and the spikes frequently became detached. Driving on spikes was extremely unpleasant if almost clear roads were encountered. Then metal straps made their appearance; they were fitted round tyres in the usual way and had spiked treads. The spikes were, unfortunately, too short to be effective.

Nowadays the general line of thought on this subject is that a tread pattern will grip snow if it has a number of transverse bars to gear into the snow. Final theories are divided, one school holding that these edges should be close together, and yet far enough apart to release their grip on compressed snow and throw it out as the wheel rotates. This principle is similar to that of a tank track, which is extremely effective under extremes of conditions.

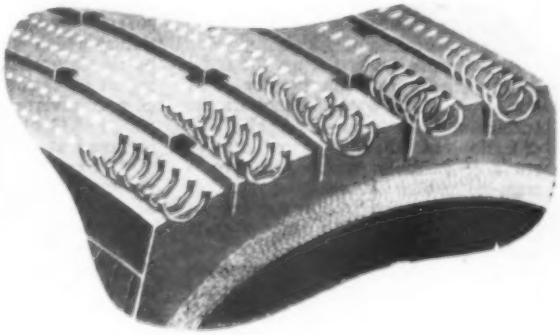
The other school of thought holds that the tread of snow tyres should be sufficiently coarse to bite through the snow as did the metal stud previously mentioned. The rubber should, however, be shaped so that the tread clears itself as the tyre rotates. In this connection, pattern depth has to be limited because of the detrimental effect of dry roads on a deep tread. This illustrates the tremendous problem of producing a snow tyre capable of withstanding the varied road conditions encountered in Europe. Both ideas tend to postulate that as long as the tread prevents the wheel from spinning the driver can control and correct side slips, spin being the most formidable enemy in this and many other respects.

Dunlop research engineers have reached a conclusion that much depends on there being no sudden change of torque but only a relatively slight transfer from the trailing bar to the leading bar in the contact area. They believe that a large number of edges close together across the tread is the best method of proceeding satisfactorily through snow.

Michelin consider that much depends upon compressing the snow to increase its shear resistance. Thus the larger the tyre section the better since more individual bars are in operation as a result. This is even more effective if low pressures are possible.

Neither Dunlop nor Michelin technicians consider that the tyre should dig in more than is absolutely essential, because this inevitably increases the torque required to keep the car moving. Thus it seems that a wide tread is of greater importance than a deep tread: it naturally follows that anyone caught napping in snow with ordinary tyres would benefit by drastically reducing the normal pressures; it would not be desirable to exceed 30 m.p.h. afterwards, however.

Sheer tread area on any soft surface —including snow—can defeat sinking. Unfortunately the size of tyre which can be used on the normal car is



When the coil springs in a Wyresoles tread wear, they form sharp points which are designed to grip ice or other slippery surfaces.

limited. Vehicles with a good ratio of wheel to overall size are, in soft surfaces, much more manageable. In all types of tyre, however, the flotation surface can be increased by reducing the pressure.

Unfortunately, the greatest difficulty of all encountered by those engaged in research is that test drivers tend to be influenced psychologically and let their imagination distort fact. The fact that a well-known competitor has used any one idea successfully tends to bias the driver. A graphic illustration of this point was recorded by The Scribe in *The Autocar*, November 13, under the heading "Red Face Dept." I well remember one very red-faced moment of mine after I had driven happily through deep snow with tyres which had been thinly sliced as for racing. It was subsequently pointed out to me that this type of tyre had no great effect. Thinking it out, I diagnosed that I had driven so relaxed, and held the wheel so lightly, that skids were never thought of. The general tendency on slippery surfaces is to hold the wheel tightly, perspire slightly, and tighten the muscles—an ideal formula for the provocation of skids!

As to ice, it is worst when the tread never actually runs on the ice itself but on a skin of water. Penetrate the surface and the tread will hold. The difficulty of manufacturing rubber studs or knobbles which will grip is tremendous: it is really a job for metal. Very dry ice, many degrees below freezing, can be quite a good surface to drive on.

Metal has in fact been introduced for ice purposes, and the Wyresole tyre treads have circumferential coil springs moulded in them. Part of the spring protrudes, so that as the spring is ground away a series of prongs project slightly. The prongs move freely in the tread and project as the rubber is compressed under load. As most of the difficulty in the Monte Carlo rally is not caused by deep snow, but by ice, or compressed snow, their use in this connection might be advantageous.

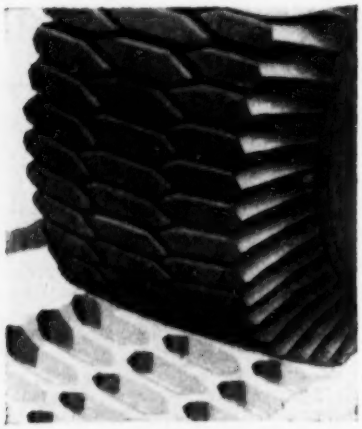
But something more is required if both snow and ice have to be tackled at rally speeds. The most recent introduction is a knobbly tread for snow incorporating a circumferential chain for ice. First attempts at this were crude, but there is definite merit in the idea, particularly if the chain could be mounted only when required.

Experiments in this direction have been going on at Tyresoles—a subsidiary of the Dunlop organization. They began with a tread having sliced knobs; this proved ineffective and a normal motor cycle chain was levered into a central circumferential groove after the tyre had been deflated. A subsequent design retained the chain and included stiff cross-bars of rubber with sharp edges and shaped to clear themselves of packed snow. The results of these experiments look promising. The use of a chain in this manner originated in Scandinavia.

The average British motorist is unlikely to fit special tyres at the beginning of each winter, though rural dwellers may so equip themselves to advantage. Whatever the ultimate solution is, it must be easy to fit, and serviceable on dry roads.

The Bergougnan R.Q.E. tyre. The powerful and coarse buttresses grip the sides of a groove in mud or snow.

GETTING TO GRIPS WITH SNOW . . . . . continued



A wide Firestone Winter Traction tyre with transverse bars, overlapping each other. The bold pattern also incorporates circular slicings, forming circular studs in the bars. This particular tyre was made in the German factories of the company.

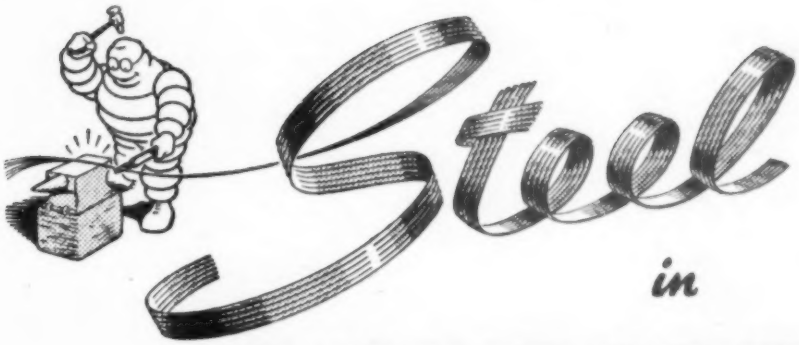
General Purpose

That is, perhaps, where the group of British tyres which appeared at the recent London Show comes in, and all of them are designed as general-purpose tyres; none is devoted exclusively to snow. India, for instance, call one tread the All Purpose, and another Winter. Firestone's name is Town and Country. They can be seen, when the treads are studied, to retain the continuity of pattern in the centre of the tread, which is nowadays regarded as a necessity in a normal road tyre. Firestone's pattern is a broad, coarse zig-zag; this retains the continuity which is given to a normal tyre by its circumferential ribs, while gaining an effect almost as good in traction as a transverse bar. In some barred treads of Continental tyres the pattern is closed at the ends, so that a series of "boxes" is created. This avoids the bumpiness, noise and breaking-up of ordinary bars, by providing some continuity of running surface. What would be thick shoulders, in some of the new British treads, have a very pronounced pattern, which removes some of the mass of rubber and also ventilates, and this should avoid the overheating danger of heavy shoulders when exposed to fast running on dry roads, while at the same time providing a reserve of traction if the tyre sinks into a soft surface. Such tyres are obviously intended for such a vehicle as a farmer's car, sometimes struggling with a muddy lane or a grassy parking place at some function or show, sometimes having to cope with a snowfall, and at other times travelling at considerable speed, with a good load, on dry main roads, to the county town. The very heavy "knobbly" he has on his truck or tractor would hardly do the last job!

For emergency, with ordinary tyres, chains remain a splendid means of getting through.

S. C. H. DAVIS.

The latest refinements of Parsons snow grips are a copperized anti-rust finish, and little bars welded on to the chain links to increase the bite on ice. Complete circumferential ladder chains are also made.



in

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As far back as 1933 Michelin realized that the traditional textile tyres could not indefinitely meet the increasingly exacting demands of modern road transport. As a result, Michelin decided to use steel cords instead of cotton or rayon. This, in paving the way for the two greatest tyre developments ever known, is now enabling users to enjoy . . .

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for heavy, long-distance haulage

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for building sites, quarries etc.

METALLIC
for commercial vehicles

The casing is entirely made of steel cords, 2 to 4 plies of which replace the usual 10 to 18 of textile. Steel being ten times stronger and unaffected by heat, Metallic tyres never burst, even on heavily loaded vehicles on long distances. Because of their resistance, their retreading possibilities are greater.

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Made in 7.50-20, 8.25-20
Twice the Mileage

for fast cars
Made in 6.00/6.25-16, 6.50-16 6.70-16, 165 x 400
Perfect Roadholding

Three layers of steel cords placed under the tread enable the tyre to resist lateral distortion which is the cause of tyre drift and tread wear. Moreover stability is further increased by the special construction of the casing in which textile cords are laid archwise instead of criss-cross as in other tyres.

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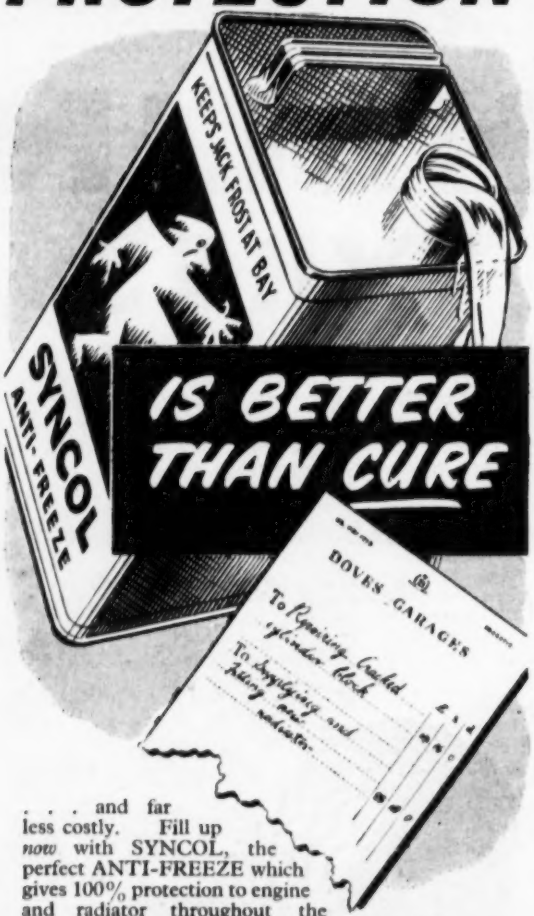

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NEW CARS DESCRIBED

1954 Chryslers : De Sotos : Dodge and Nash

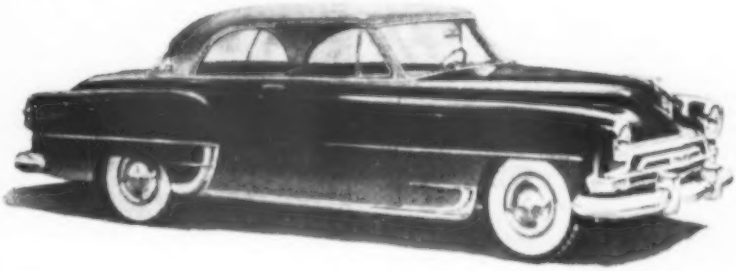
CUSTOMARY DETAIL CHANGES IN POPULAR AMERICAN CARS

CHRYSLER

WITH the approach of the year-end, American new car announcements emanate rapidly from Detroit. The tendency in the U.S.A. is to restyle slightly each year to attract new customers, but there is this year in the U.S.A. an unacknowledged power race which is taking b.h.p. outputs of the typical large American engine up to figures that have an air of fantasy to British eyes.

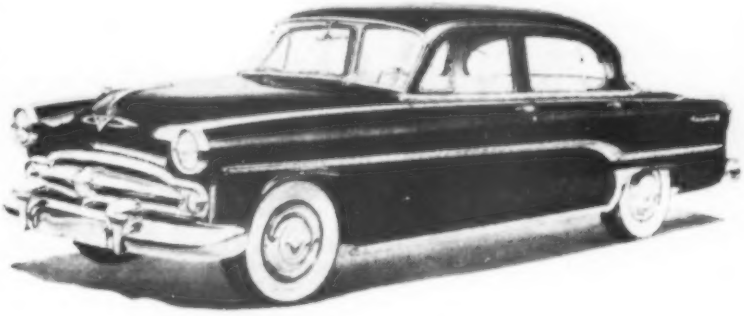
Chryslers now claim the lead in this race, the Firepower V-eight engine having been developed to produce a claimed 235 b.h.p. Powerflite automatic transmission is fully available, as are an air conditioning unit, power steering and servo-assisted brakes. There are five models in the range with a total of eighteen body styles. The models comprise the Windsor de luxe, New Yorker, and New Yorker de luxe, all with a wheelbase of 10ft 5½in; the Custom Imperial with a wheelbase of 11ft 1½in, and the Crown Imperial, wheelbase 12ft 1½in. Detail styling changes include new frontal medallions and bonnet crests, new bumpers, and small chromium hoods for the head lamps. Various chromium strip additions on the car sides are claimed to "add a feeling of forward motion," but appear somewhat pointless. Seventeen standard and twenty-nine two-tone finish combinations are available.

The increased power of the Firepower engine has been achieved by improvement to the breathing. A quadruple carburettor, inhaling through a larger air cleaner, assists in this, as also does the increase in intake manifold size and the addition of an extra pair of riser pipes. Both inlet and exhaust valves and ports are larger, as are the exhaust manifold outlets, and a twin exhaust system reduces back pressure. The Powerflite automatic transmission employs a torque converter and two-speed planetary gearing.



Chrysler New Yorker de luxe Newport hardtop.

De Soto Diplomat four-door saloon.



Dodge Royal four-door saloon.

DE SOTO

Power increase has also been achieved in the Firedome V-eight engine used in certain De Soto models; this now produces 170 b.h.p. The 1954 leading feature on these cars is the availability of Powerflite transmission in models using the Firedome engine and the 116 b.h.p. Powermaster six-cylinder. With the 100 b.h.p. Diplomat models, Hy-Drive transmission is used; this combines a torque converter with a three-speed transmission.

Slight styling changes externally include the front grille and bumpers, while the interior styling has been extensively modified. More important are a stiffening of the frame, a redesign of body mountings and new rear spring mountings which improve the road holding of the car. There are two De Soto model ranges with twenty body styles and three De Soto Diplomat ranges with ten body styles. Power steering is available as optional equipment, as are servo brakes.

DODGE

Dodge have introduced a new range known as the Royal V-eight series. They are powered by the Red Ram V-eight engine of nearly 4 litres and a compression ratio of 7.5 to 1. This unit develops 150 b.h.p. at 4,400 r.p.m. Power steering and fully automatic Powerflite transmission are available. The entire Dodge range has been subjected to internal restyling and outside titivating. Something has been added to the length of certain models and a new horizontal chromium moulding sweeps from front to rear with a curving drop in the neighbourhood of the rear wheel arch. The new grille is wider, lower and more massive and there have been slight changes to head lamps and over-riders.

The new interior appearance is owed to a fabric known as Jacquard, named after the inventor of a special loom and weaving process in 1801.

Powerflite transmission is thus available on the Royal and Coronet V-eight models and the Coronet Six; the Kingsway model retains the Hy-Drive automatic transmission. The operation of Powerflite transmission has been improved by a slotted design of the selector lever, permitting the selection of driving range by feel. The power steering is in action throughout the steering lock.

NEW CARS DESCRIBED . . . . . continued

NASH

In the Nash range for 1954 appears a new Rambler four-door saloon, a compact Farina-styled car on a 9ft wheelbase. The overall length has been increased by 8in to 16ft 1¼in, at the extreme of which is the externally mounted spare wheel, one of America's latest styling fads harking back to the '30s in European design. The new Rambler model is powered by the well-established six-cylinder engine of just over 3 litres, which has an output of 90 b.h.p. with a compression ratio of 7.3 to 1. Slight improvements have been made to increase power output.

In the larger Ambassador and Statesman models increased power has also been sought. Dual carburettors are standard on the Statesman engine, known as the Dual Powerflyte engine, and b.h.p. has been increased to 130 on the Super Jetfire power unit of the Ambassador. Power steering and brakes and electric operation of windows are available optionally. There have been various styling changes, including a frontal grille alteration.

The Le Mans Dual Jetfire engine continues to be offered as optional equipment on Ambassador models. This is an o.h.v. six-cylinder, with an aluminium cylinder head and a compression ratio of 8 to 1, and an output of 140 b.h.p. at 4,000 r.p.m.

In all three Nash model ranges various body styles are available.

Frontal restyling of the 1954 Nash Ambassador and Statesman models.

HOLDEN
Development Continues

FOR the sixth year of its development, the Australian Holden car, a General Motors product, continues the firm's policy of steady development. One new model is introduced, called the Special, and is the normal Holden with a luxury finish. Such details as stainless steel mouldings round windows and windscreen, a patterned door trim set off by chromium strips, front armrests and two-tone finish are featured. This model costs £A1,075.

The 1954 range in full comprises three saloons and an estate car; the other two saloons are the standard saloon at £A1,023, and the business saloon (£A1,052). The estate car costs £A969.

Since production began in 1948, about twenty improvements have been made to the basic Holden design. These include a seat adjustment running on ball bearings, an increase in decorative chromium, new hub caps and tail lamp assembly and a new radiator grille orifice which emphasizes the General Motors ancestry of the car. Mechanical improvements have incorporated new pistons, torsional compression rings, flexible radiator mounting, and a larger fan with increased blade pitch.

The Holden has had an emphatic success in its country of origin, as is emphasized by the stepping-up of the production rate from the present 200 to 250 when expansion is completed, and the reduction in price represented by the new figures of about £A50. The company plans an export programme to Asian markets.

The power unit remains a 2.2-litre six-cylinder overhead-valve design and the transmission employs the typical General Motors three-speed gear box operated by a steering column lever. With a light overall weight, the Holden has a sparkling performance, achieved with considerable economy.

Latest version of the Australian Holden is this special saloon, which is obtainable in two colours and has many luxury fittings.

SATURDAY NEAR BRISTOL

Twenty-six Starters and Two Retirements in Roy Fedden Trial

OUT on an entry of 29 cars, 26 starters assembled at Tormarton for last Saturday's Roy Fedden trial. At two minutes past ten A. W. Morrish's very abbreviated agricultural looking supercharged M.G. Midget led away; the remainder followed at one minute intervals.

Alf's Delight was the first obstacle—a very sharp and steep little hill running between trees. B. H. Dees' 1,218 c.c. Deeford, with its weight reduced to only 9½ cwt by exuberant drilling, climbed very nimbly and with no apparent effort.

The first stopper was Fort, divided into two sections, and running up a steep, wooded hillside. The first section was much easier than it looked and stopped only the timid, but the second part defeated almost everyone. A stop-and-restart on a very steep gradient was marked by an 8in high step astride which the cars had to stop. If they were fortunate enough to move off at all the back wheels soon met the step and forward movement ceased. W. T. Knill's very well turned out supercharged Mullacott Special, driven in a most spirited way throughout the trial, was one of the few that succeeded. Breakheart, notorious and successfully used by trials organizers to stop nine out of ten cars, was running true to form. P. A. Atkinson's special, the ultimate winner, was one of the few to climb successfully; B. J. Bodenham, after coming to rest on the flight of steps half-way up, climbed out with his passenger to manhandle the car down the hill. Unfortunately it took charge and rolled over twice, though they gallantly continued the trial.

The second loop contained five hills. On the first of these, Nettleton, Atkinson's special happily climbed past the "observed section ends" sign and over the top; it was the only car to manage this, though several reached the sign. J. B. Oliver's L.R.G. unfortunately broke a half shaft and retired. The next hill, Tower, stopped most of the entry, in contrast to Club which followed and was easy.

A little before 3 p.m. the car park at the Compass Hotel once more echoed to the familiar Ford Ten exhaust notes as the cars came into the finish. Their number had been reduced by two—Oliver's L.R.G. and F. P. Radford's Rad-ford which was suffering from loss of big-ends through too little oil in the crankcase and clutch slip through too much oil in the clutch housing.

PROVISIONAL RESULTS.

Roy Fedden Trophy (best performance): Atkinson 1,245 (P. A. Atkinson), 30 marks lost.
Alexander Duckham Cup (runner up): Whisper 1,172 (A. B. Napper), 55 marks lost.
Daphne Trophy (up to 1,300 c.c.): Le Tout 1,172 (B. W. Phillips), 55 marks lost.
Basil Barber Memorial Trophy (supercharged car): Mullacott Special, 1,172 (W. T. Knill), 85 marks lost.
Club Cup (best Bristol Club member): Ford 1,172 (I. D. L. Lewis), 105 marks lost.
First-class awards: Ford 1,172 (R. Harris), 60; Kemp 1,172 (R. Kemp), 70.
Second-class awards: Deeford 1,218 (B. H. Dees), 89; Paul Special 1,172 (R. W. Faulkner), 85; Dellow 1,172 s (A. E. Marsh), 90.

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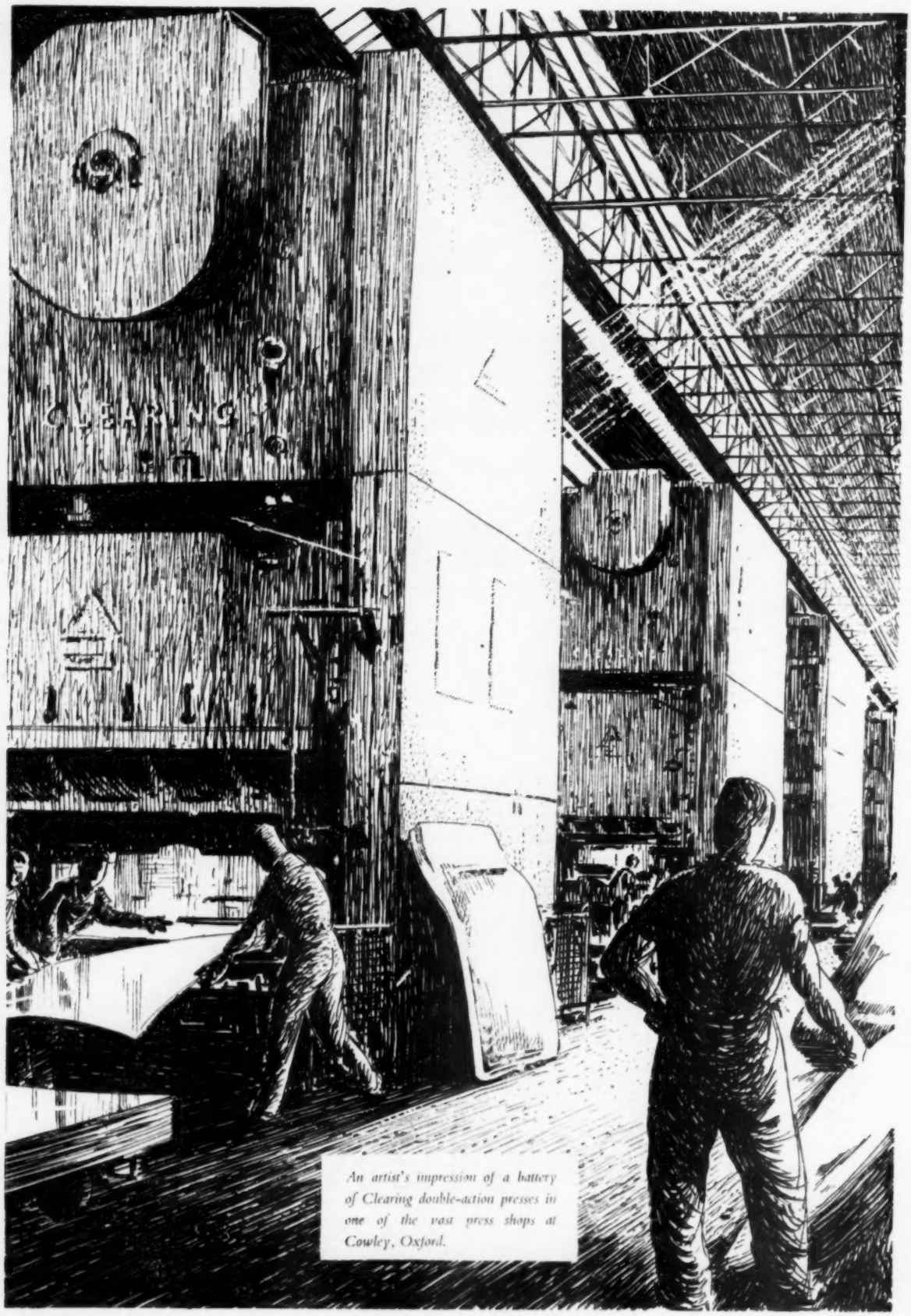

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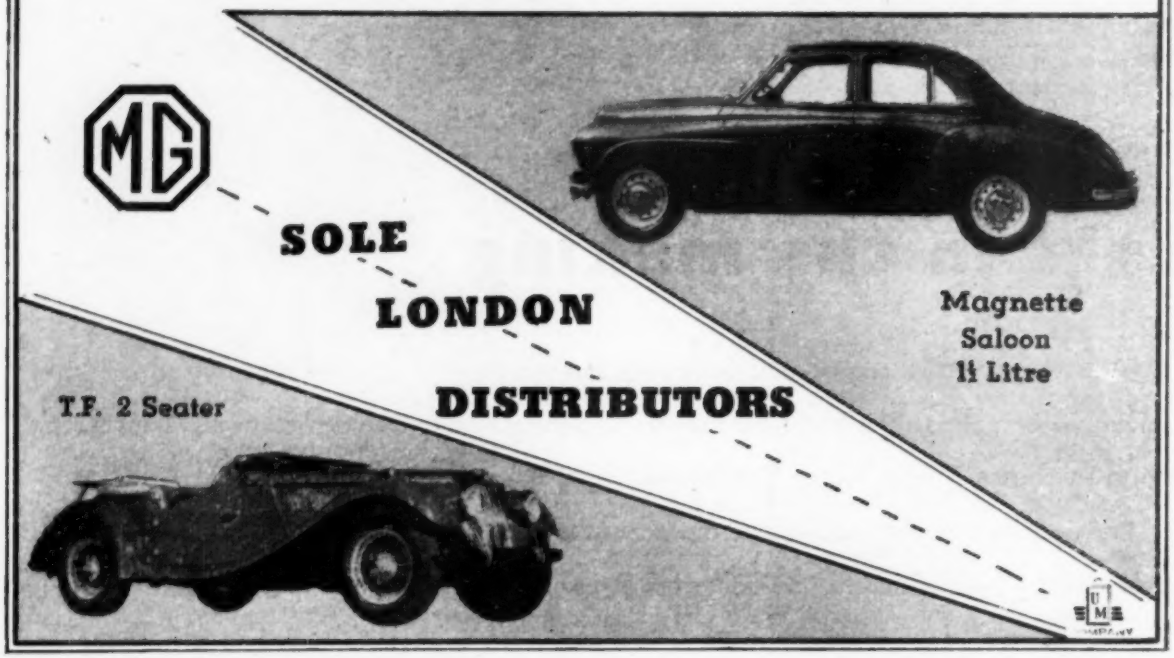

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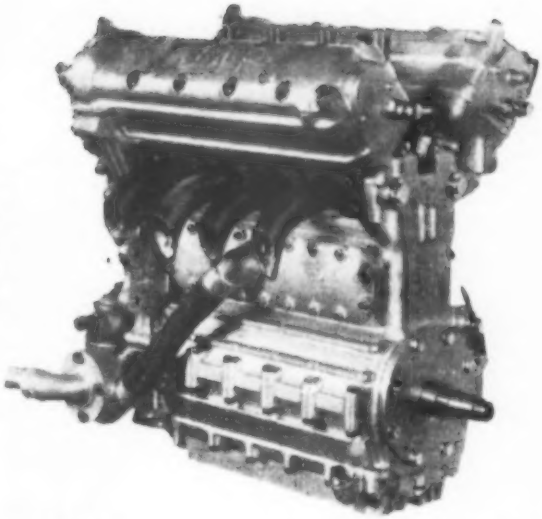
THE SPORT

by J. A. COOPER



The exhaust side of the new four-cylinder 500 c.c. J.A.P. engine (see accompanying paragraph). Carburation is by four small Amal instruments, invisible in this picture.

LE MANS ● TRIALS CHAMPIONSHIP ● MEXICO

ALREADY, the official regulations for the 1954 Le Mans 24-hour race have been published; it still seems very early in the day to be considering this famous race (the date of which is fixed for June 12 and 13), but as the closing date for entries is January 18 (or February 18 at double fees) there is not too much time to spare. Comparing the regulations with those of previous years, it can be seen that there are a considerable number of minor changes which will no doubt plague team chiefs in their efforts to keep track of them all; but there are not many which are of great importance except to the actual participants.

This coming year, the minimum number of laps which must be covered beween refuelling stops has been increased from 28 to 30, equivalent to a distance of just over 250 miles; incidentally, this applies in each case, so that if a car covers 32 laps before making its first stop, it may not stop again until it has covered a total of 62 laps. Four mechanics are now allowed per car; but only two of these (or one in addition to one of the two drivers) may work on the car during pit stops at any one time. One man must be appointed by each entrant to act as O.C. refuelling; he may not actually carry out the operation (this coming under the above provision for one of the two mechanics or a driver). Another point to notice is that any inspection lamp or torch used during work on the car must, like the spare parts fitted, be carried on the car throughout the race; only the refuelling king may carry a pocket torch, to enable him to watch the fuel level. Complicated, isn't it?

ONCE again, all driving lights must be fitted with yellow bulbs, as is necessary in France for touring cars; although the head lamps must comply with international regulations, their height from the ground is not controlled. This time, automatically operated stop lamps are compulsory with no method of switching them off, and should they fail the car must stop until they are repaired. No fuel tanks may be placed in the compartment occupied or capable of being occupied by passengers. All tyres used must be new at the start of the race. All drivers must wear crash helmets while at the wheel; no driver may cover more than 80 consecutive laps or drive for more than 18 hours in all.

Gas turbine-engined cars are now acceptable, and a formula involving the area of the compressor outlet has been devised to form a basis of comparison with the cylinder capacity of piston-engined cars; turbine cars must use either one of the two fuels offered for normal use or neat paraffin. Supercharged piston-engined cars will be regarded for classification purposes as having a capacity of 1.4 times their actual swept volume.

THERE are, this time, 23 cars qualified by their performances in 1953 to compete for the final of the 1953-5 Biennial Cup. This is (since a year ago) open only to manufacturers' entries, and the qualifications are as follows:—Panhard, Cunningham and Jaguar—3 cars each; D.B., Porsche and Healey—2 cars each; Ferrari, Osca, Talbot, Frazer-Nash, Gordini, Nash, Renault and V.P.—one car each. Incidentally, the record distance covered in every class for which records exist was beaten in 1953, as was the lap record itself (now the property of Ferrari, in 4m 27.4s, equal to a speed of 112.8 m.p.h.).

There are rumours of road widening operations between Mulsanne and Arnage, which, if true, may make the circuit faster still and help to beat the record figures once again in 1954.

AN interesting exhibit at the motor cycle show at Earls Court was a new racing four-cylinder 500 c.c. engine on the stand of J. A. Prestwich Industries. This is a water-cooled unit, with a cylinder block of aluminium alloy (RR53B) and cast iron liners. The alloy head carries austenitic cast-iron valve seat inserts; the combustion chambers are hemispherical and the valves operated by twin overhead camshafts driven by a single roller chain. 10 mm sparking plugs are used, ignition being by magneto. Lubrication is dry sump by a duplex gear-type pump; the crankshaft is carried in five main bearings. The bore and stroke are 52.5 and 57.4 mm respectively. No power output figures have been disclosed, but maximum r.p.m. are expected to be in the region of 12,000. J.A.P. engines have played a large part in the formula 3 world in the past, and the performance of this new unit is awaited with interest. It is difficult, however, to see how the inevitable disadvantages of extra weight (especially with water cooling) and the mechanical limitations on the compression ratio of a small multi-cylindered unit can fully be overcome; the "double-knocker" Norton is still a very efficient engine and will be hard to beat.

THIS year the R.A.C. Trials Championship will be run over a course situated within ten miles of Bowness-on-Windermere in the Lake District and made available by the co-operation of the Westmorland Car Club. The date is Saturday, December 12. The general scheme of the trial will be similar to that employed last year, when the scene of operations was near Catterick in Yorkshire. The competitors will be divided into groups, attacking the various hills in a different order to avoid delay. On each hill, the competitor climbing successfully will lose no marks; of the remainder, he who gets highest before stopping will lose one mark plus a number of marks equal to the number of clean climbs, the next man two marks plus the same number, and so on.

The headquarters of the trial will be at the Windermere Hydro Hotel at Bowness-on-Windermere, and the British Trials Drivers' Association will hold a dinner there in the evening at which the year's awards in connection with trials and rallies will be presented.

THE B.T.D.A. Silver Star, for the best performance of the year in a selected number of rallies, has been won in resounding fashion for 1953 by J. H. Ray, consistent competitor in most British events of this type in his Plus Four Morgan. His last effort was his class victory in the M.C.C. "Daily Express" Rally two weeks ago; although this was almost unavoidable, as he was the only finisher in his class, his low number of penalty marks suggested that he would probably have scored even had there been more

THE SPORT . . . . . continued

competition. Altogether, in the rally star markings, he amassed 89 points; the runner-up was J. H. Cunningham, with 51 points, who narrowly defeated the redoubtable Ian Appleyard (who scored 50), both in XK120 Jaguars.

Provisionally, the winner of the Ladies' Award in the same contest (the Silver Garter) is the winner of the ladies' category in the M.C.C. event, Miss A. I. C. Neil of Scotland, also driving a Morgan Plus Four. A tie resulted for second place between Miss M. Walker (Sunbeam-Talbot) and Miss A. Newton (Jaguar XK120). The markings were 44 for the winner and 39 for second place.

THE remarkable *Carrera Panamericana*, or trans-Mexican road race, finished on Monday and resulted in a sweeping victory for the new 3,300 c.c. competition open two-seater Lancias, which took the first three places. They dominated the race throughout, although good efforts were made in the early stages by the Gordinis of Behra and Lucas and Maglioli's Ferrari. The last-named, incidentally, fell out of the race at half distance with his 4½-litre Ferrari, but then apparently took over Ricci's 4.1-litre Ferrari and set up records for the last three stages; however, this effort could gain him only sixth place. Unfortunately, the death roll was high, six spectators and three competitors losing their lives in crashes; the latter were the Italian drivers Bonetto and Stagnoli, with the latter's companion Scotuzzi. Provisionally, it seems that the small sports car class was won by Jose Herrerte (the Guatemalan driver of a Porsche), and the international touring class by Chuck Stevenson at the wheel of a Lincoln. As a result of the fourth place gained by Ferrari, the Italian *marque* would now seem to have won the sports car championship of the world with 30 points against the 27 points amassed by Jaguars. A fully illustrated report of the event will appear in next week's issue of *The Autocar*.

PROVISIONAL RESULT
(Race distance 1,912 miles)

International Sport Class: 1, Lancia (J. M. Fangio), 18h 11m 0s, 105.2 m.p.h.; 2, Lancia (P. Taruffi), 18h 18m 51s; 3, Lancia (E. Castellotti), 18h 42m 52s; 4, Ferrari (E. Mancini), 19h 40m 29s; 5, Talbot (L. Rosier), 20h 11m 22s; 6, Ferrari (U. Maglioli and F. Ricci), 20h 16m 28s.

IT was with very real regret that I learnt of the death, in the Mexican road race, of Felice Bonetto, for he was one of the true stalwarts of Italian road racing. He was 50 years old, but fitter than many a younger man; short, stocky, broad-shouldered, giving the impression of great strength; rarely ruffled, always cheerful, he radiated a very attractive personality and was well liked by his fellow-drivers of all nationalities.

He took up motor cycle racing in 1926, and turned to cars in 1931; in 1933 he scored several victories and took his place in the top rank of drivers. Since the war

The late Felice Bonetto.

he has driven for Alfa Romeo, Maserati and Lancia, very consistently and with a good measure of success; two years ago, as a member of the Alfa works team, he was third in the Italian G.P. and fourth in the British and Spanish G.P.s. Last year, with a Lancia sports car, he won the Targa Florio and was second in the Tour of Sicily. In the Mexican road race, he won the first stage and was leading in general classification when his Lancia got out of control and hit a lamp standard in the little town of Silao; Bonetto was killed instantly.

THE striking trophy depicted in the illustration on these pages is to be known as the John Cobb Memorial Trophy, and has been presented to the B.R.D.C. by the Vacuum Oil company. The actual presentation was made to Earl Howe, president of the club, by Mr. J. C. Gridley, chairman of the company, at a luncheon held yesterday in London's West End. The trophy, which is silver and stands sixteen inches high, will be awarded from time to time (but not more than once in any one year) to a British driver who, at the wheel of a British car, has achieved some outstanding success; a special committee of the B.R.D.C. will decide on the award. A bronze medal (also illustrated) will be awarded as a permanent souvenir to every recipient of the trophy.

The company asked to be allowed to present this trophy in recognition of the late John Cobb's many achievements in motoring sport, and as a tribute to his courage, sportsmanship and sense of adventure. And that was well said, for he was one of the finest, as well as the most modest, men who ever faced the starter's flag.

THE Bugatti club's Welsh rally has a reputation for leniency and toughness; lenient because it allows competitors to sleep overnight and eat hot meals, and tough because, in order to arrive at these delectable luxuries, crews must overcome a concentration of hazards that can beset a winter motorist and navigator on tour. It will be run again this year on December 12-13, starting from Evesbatch Court, Bishops Frome, near Worcester, at 10.30 a.m. The first road section is a 127-mile drive to Tenby, where competitors will stay for the night; en route there are a luncheon stop at Hay-on-Wye and a regularity test over a motor cycle circuit on Eppynt Mountain which should provide vigorous motoring. The following morning there are tests at Pendine before the second road section. Entries are divided into three main categories: standard cars, open and closed, and specials and supercharged cars. The standard car classes are subdivided into separate categories as follows: up to 1,100 c.c., 1,101 to 1,600 c.c., over 1,600 c.c. Invited clubs are the Bentley D.C., London M.C., Aston Martin O.C., Vintage S.C.C., Sunbac, Pembrokeshire M.C. and M.G.C.C. Entries close on December 4, and should be sent to Miss M. Pike Rogers, Elms Court, Prestbury, Cheltenham, Gloucestershire.

COMING SHORTLY

NOVEMBER 27.—British Racing Mechanics' Social Club. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7.30 for 8 p.m.

27.—Thames Estuary A.C. Annual dinner and dance, Queen's Hotel, Westcliff-on-Sea, Essex, 7 for 7.45 p.m.

28.—Vintage S.C.C. Ribblesdale Competition, Baily Arms Hotel, Hurst Green, near Clitheroe, Lancashire, 10.30 a.m.

29.—Berkhamsted M.C. and L.C.C. Point-to-point, King's Arms Hotel, Berkhamsted, Hertfordshire.

29.—Kentish Border C.C. Annual Sporting Trial, Black Prince Hotel, near Eltham, Kent, 10.30 a.m.

29.—Leicestershire C.C. John Bull and L.C.C. Challenge Trophy Trial, Lee Street Car Park, Leicester, 7 p.m.

29.—W.O. Club. Social evening, Manor Hotel, Yeovil, Somerset, 7 p.m.

29.—Huddersfield M.C. Standard Car Trial, Rising Sun Inn, Cartworth Moor, Holmfirth, near Huddersfield, 11 a.m.

30.—West Hants and Dorset C.C. Film show, Princes Hall, Grand Hotel, Bournemouth, 8 p.m.

DECEMBER 2.—Monte Carlo Rally British Competitors' Club. Annual general meeting and dinner, Clarendon Restaurant, Hammersmith, London, W.6, 6.30 p.m.

2.—Allard O.C. Christmas party, Abbey Hotel, North Circular Road, Neasden, London, N.W.10, during evening.

3.—Middlesbrough and D.M.C. Annual dinner and dance, Coatham Hotel, Redcar, Yorkshire.

3.—West Essex C.C. Annual dinner and dance, Assembly Rooms, Forest Road, London, E.17, 7 for 7.30 p.m.

4.—Circle C.C. Annual dinner and dance, Headstone Hotel, North Harrow, Middlesex.

5.—N. Devon M.C. Torbay Rally, starting from Torquay and Taunton.

5.—London M.C. Gloucester Reliability Trial, Royal George Hotel, Birdlip, Gloucestershire, 10.30 a.m.

5.—Aston Martin O.C. Christmas party, Rubens Hotel, Buckingham Palace Road, London, S.W.1, 7 p.m.

5-6.—Hants and Berks M.C. Seven-Fifty M.C. and U.H.U.L.M.C. Night navigation rally, Queen of Hearts Hotel, Hindhead, Surrey, 9 p.m.

6.—N. Midland M.C. Autumn Sporting Trial, Devonshire Arms Hotel, Baslow, Derbyshire, 10.30 a.m.

6.—Incorporated Auctioneers' C.C. Social run, Royal Saracen's Head Hotel, Beaconsfield, Buckinghamshire, 2.30 p.m.

6.—Hagley and D.L.C.C. Shropshire Trial and Rally, Lyttleton Arms Hotel, near Stourbridge, Worcestershire.

CLUB NEWS

Nottingham S.C.C.—Competitors in the Hooley Night Trial, run on November 15, had a variety of mounts, ranging from a Ford Eight saloon to a Jaguar XK120. There were 24 starters, and all but two finished the 80-mile course. Starting from Attenborough, Nottinghamshire, at 8.30 p.m., entrants had an interesting, if busy, run before reaching the finish near Castle Donington, Leicestershire, at 1.30 a.m. The route lay through parts of Derbyshire. After the third check, following a three-mile labyrinthine tour of Shipley Park, few competitors had any time to spare. One driver tried a short cut through some railway sidings; his car having plenty of ground clearance, was not damaged, but the deviation cost the crew much time. A. Hough, in his Vanguard, was known to have entered the park, but was not seen again that night. After a break for supper, a concealed water splash with a sharp climb out of it caused a good deal of bother, and the subsequent route through narrow lanes prevented anyone from gaining time before the

The John Cobb Memorial Trophy, together with the bronze medal replica, referred to in the paragraph opposite.

next checks. There was a slight contretemps with British Railways, as marshals had found a railway crossing gate locked up for the night. The custodian was, however, persuaded to stay up late in the interests of the sport until all competitors had gone through. There was a fair amount of liquid mud in one of the lanes following this, and navigators were further confused by some late revellers returning home who helped cheerfully by giving them wrong directions. A steep climb through woods, to Castle Donington, finished the event. **Results:** 1, Triumph Mayflower (Dr. G. K. Emsley); 2, M.G. TC (D. Wing). **First-class awards:** Austin A.70 (H. A. Shaw), M.G. (J. R. Cross). **Second-class awards:** Morris Minor (M. W. Newbold), Citroen (F. H. Frost), Ford Ten (J. Sellors).

Midlands Motoring Enthusiasts' Club.—There was an attendance of 80 at the annual dinner and prize distribution of the Enthusiasts at the Crown and Cushion, Perry Barr, Birmingham, on November 18. Guest of honour was John Wyer, of Aston Martin, who proposed the toast of the club, to which Stewart Forest, occupying the chair, replied. Other speakers were Douglas Clease, Midland Editor of *The Autocar*, Club President Blomfield, and Alan Hess. The awards won during the year were then presented by Mrs. Wyer.

Allard O.C.—A Christmas party starts the club's festive season on Wednesday evening, December 2, at the Abbey Hotel, North Circular Road, Neasden, London, N.W.10. Mr. and Mrs. Sydney Allard will be present. Included in the evening's entertainment is an impromptu quiz. Members are invited to bring guests with them. Following this party, the annual dinner and dance will be held on January 12. Venue is Frascati's Restaurant, Oxford Street, London, W.1. Tickets, at £1 17s 6d each, are available from J. H. Appleton, 24-28, Clapham High Street, London, S.W.4.

Monte Carlo Rally British Competitors' Club.—The annual general meeting of the club will be held at the Clarendon Restaurant, Hammersmith, London, W.6, on Wednesday, December 2, at 6.30 p.m. This will be followed by an informal dinner party and open discussion, when details will be given of the facilities for members in next year's Monte Carlo Rally. Competitors and their friends who are entering the Rally for the first time are invited to attend. Dinner tickets are 15s each, and may be obtained from Major R. Gough, 2, Malcolm Court, 38, The Avenue, Branksome Park, Bournemouth.

Citroen C.C.—At the annual general meeting on November 8, Dr. Charles Oyler was elected honorary secretary and treasurer; all correspondence concerning the club should be addressed to him, at Revenue Buildings, Chapel Road, Worthing, Sussex.

West Essex C.C.—The club's largest party was held on Wednesday evening, November 11, when 700 members and friends attended the film show organized by F. G. Smith (Motors) at Ilford. Members were welcomed by Ken Smith, and the programme started with the showing of the new Shell Mille Miglia film. There was also a collection of vintage, modern and racing cars on show.

Hants and Berks M.C. and Seven-Fifty M.C.—The night navigation rally, on December 5-6, is run jointly by these clubs. The course comprises a number of control points, all on the one-inch Ordnance Survey sheet number 169; total length is about 100 miles. At the start, at the Queen of Hearts Hotel, Hindhead, Surrey, at 9 p.m., competitors will be handed a route card, giving the order and time in which controls have to be visited. Included in the list of recommended equipment are such things as a compass, protractor and map measuring wheel, rubber boots, torch, a car without a noisy exhaust: good navigators are not mentioned. (Entries close November 30; H. Birkett, 3, Pondtail Road, Fleet, Hampshire.)

Torbay M.C.—The Torbay Rally, a closed invitation event, was started in 1952; it will be run again this year, on December 5. The course will cover about 175 miles of main and secondary roads in the West Country, and is suitable for all types of car. Special and regularity tests are included. Starting points are Torquay and Taunton; both routes converge near Broadclyst, after which competitors follow a common route. Invited clubs: M.G., Bristol, N. Devon, N. Cornwall, Plymouth, West Hants and Dorset, Taunton. (Entries close November 28; J. G. Joseph, Villa Borghese, Ridgeway Road, Torquay.)

Lea-Francis O.C.—A variety of cars started from the Hog's Back Hotel, Surrey, in the social navigation run on Sunday afternoon, October 25. The 70-mile course was punctuated by eight controls which had to be located by map references. Winner of the event, N. W. Norman (Austin A.40) completed the course well within the standard time allowance, but failed to locate correctly one control point. His nearest rival was C. Kirkaloff (Hillman). G. Chace (Alvis) and K. Gregory (Hillman), who finished third and fourth respectively, had their final placings decided by the special test.

Berkhamsted M.C. and L.C.C.—The annual dinner, held at the King's Arms, Berkhamsted, on November 21, was again a very friendly party. The club president, Major Armand Blackley, J.P., presided benevolently over the proceedings, and Norman Lone, as chairman, made sure that speech-making was brief and witty. A hearty welcome was given to W. E. J. Kentish, a past honorary secretary, who mentioned whilst proposing the toast of the club that it was 25 years ago that he had been presented with a wrist watch to mark his retirement from that post after many years of service. After dinner, a film show was given by W. Alderton, and Mrs. Lone presented the year's awards.

East Anglian M.C.—An error crept into the report of this club's annual dinner in *The Autocar*, on November 20. The cheerful party held on November 6, at the George Hotel, Colchester, Essex, was the East Anglian M.C.'s annual celebration, not that of the Eastern Counties M.C.

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ROLLS-ROYCE 1949 Silver Wraith 4-door Saloon by Park Ward. Black/beige leather. 35,000 miles. Undergoing renovation. **£2,650.**

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BENTLEY 1952 4½-litre Large Bore Standard Steel Saloon. Velvet green/grey leather. 19,500 miles. **£3,350.**

BENTLEY 1951 4½-litre Large Bore Standard Steel Saloon. Black, brown leather. 19,200 miles. **£2,975.**

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BENTLEY 1949 4¼-litre 2-door Countryman Saloon. Two shades of grey, polished wood. 38,000 miles. **£2,650.**

BENTLEY 1949 4¼-litre Standard Steel Saloon. Black/beige leather. **£2,175.**

BENTLEY 1935 3½-litre Park Ward Saloon. Black/blue leather. Radio. **£750.**

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STANDARD Vanguard Phase II Saloon. Heater.

AUSTIN A.70 Hereford Saloon. Sunshine roof, heater.

AUSTIN A.30 4-door Saloon. Black/red leather, heater.

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New	**ROVER** 75 saloon. Immediate delivery.	
New	**LANCHESTER** 14 saloon—one only, at ..... **£1.179 15 10** (Current list price **£1.414 19 2.**)	
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1951	**ALVIS** 3-litre drophead coupe. Snow shadow red leather and red Mellorold hood. Whitewall tyres. Just passed out by makers. Indistinguishable from new	£1.195
1948	**BENTLEY** Mark VI standard steel saloon. Black/beige leather. 45,000 miles. Extremely good condition	£1.895
1960	**LAGONDA** 2.6-litre drophead coupe. Completely overhauled and passed out by makers	£1.395
1953	(June) **JAGUAR** XK120 sports two-seater. 1,500 miles. HMV radio	£1.395
1952	**JAGUAR** Mark VII saloon. 13,000 miles. HMV radio	£1.225
1951	**JAGUAR** 3½-litre Mark V drophead coupe. 22,000 miles. Radio	£1.095
1951	**JAGUAR** 3½-litre Mark V saloon. HMV radio and heater	£935
1950	**JAGUAR** 2½-litre Mark V saloon. 24,000 miles. Extremely well maintained	£825
1949	**JAGUAR** 2½-litre Mark V saloon. 24,000 miles. Above average	£795
1953	**SUNBEAM-TALBOT** 90 saloon. 8,000 miles. As new	£895
1952	**SUNBEAM-TALBOT** 90 drophead coupe. 19,000 miles. One owner	£750
1952	**SUNBEAM-TALBOT** 90 saloon. 11,000 miles. HMV radio	£795
1950	**SUNBEAM-TALBOT** 90 saloon. 22,000 miles. Heater	£785
1951	(first registered) **SUNBEAM-TALBOT** 90 drophead coupe. Heater. ACE rimbellishers	£595
1950	**SUNBEAM-TALBOT** 80 saloon. 21,000 miles. Marechal headlamps	£595
1952	**FORD** Zephyr. 8,000 miles only. Spare unused. Heater	£685
1951	**ARMSTRONG SIDDELEY** Whitley saloon. One owner	£735
1946	**ARMSTRONG SIDDELEY** Hurricane coupe. One owner only from new. Engine just rebored. Built-in radio, heater and demister	£425

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Stratstone, Ltd., of 40, Berkeley Street, London, W.1, have enlarged their showrooms. They can now display a larger number of models of the Daimler and Lanchester companies for whom they are distributors.

IN BRIEF

During the past 12 months world sales of products of the Firestone Tyre and Rubber Co., Ltd., and the other companies in the Firestone group, were worth more than £356,000,000, which was a sales record.

British Timken, Ltd. plan to erect a factory on a 70-acre site at Daventry for the manufacture of taper roller bearings. The new works will cost a million pounds and will be in addition to the existing plant.

A new addition to the different kinds of service weeks has been made by Oldham and Son, Ltd., who recently sponsored a special electrical service week in Doncaster. It was held in conjunction with their local agents, G. F. Hardwick, at Cawoods Garage, Ltd.

Consolidated profits before taxation of S. Smith and Sons (England), Ltd., for the 12 months ended August 1, 1953, were £1,678,279 (£1,248,229 previously). The net profit was £566,118 (£433,832 previously). A final dividend on the ordinary shares of 12½ per cent, less tax, has been recommended. This will make a total dividend for the period of 15 per cent.

George Salter and Co., Ltd., of West Bromwich, Staffordshire, is to become a public company with the placing of a block of six per cent cumulative preference shares for stock exchange dealing. This is to avoid possible embarrassment as a result of death duties and taxation. The company is one of this country's oldest family businesses, being founded nearly 200 years ago, and its name is associated with the manufacture of springs and spring balances. A recent development has been the manufacture of a new form of laminated torsion bar suspension which is being fitted by several car manufacturers.

E. R. Howard, Ltd. have moved their administrative offices to Howard House (formerly Harvest House) at Ipswich. The move has been made because the previous offices at Stowmarket, Suffolk, were too small. The firm manufacture Autobrite car polish, 3-in-One oil and other products.

Mr. W. G. Pearson has joined Lex Garages, Ltd., of Lexington Street, Piccadilly Circus, London, W.1, as car sales manager. Previously Mr. Pearson had been with Warwick Wright, Ltd., Rootes, Ltd., and Jack Barclay, Ltd., and since the war had been general sales manager of Automobile and Aircraft Services, Ltd.

Group profit of the British Motor Corporation, Ltd. for the 12 months ended July 31, 1953, was £14,299,644. After deducting depreciation, taxation, outside shareholders' interests and amounts retained in the accounts of subsidiaries, the profit was £1,640,521, to which was added profit brought forward from the previous period of £125,929, making a total of £1,766,450. A final dividend of 6½ per cent on the ordinary shares of 5s has been recommended, making a total of 10½ per cent for the year.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16783. 2-litre f.w.d. Derby.
"I.J.S."—All possible information, maintenance hints and a handbook.

No. 16784. Back Numbers Required.
"L.C.H."—*The Autocar* for March 11, 1949 and June 8, 1951.

No. 16785. 1934 10 h.p. B.S.A.
"W.G.H."—General information and handbook or workshop manual.

No. 16786. Cord Westchester.
"H.R."—Hints on converting to rear wheel drive.

No. 16787. 1935-36 Talbot Ten.
"A.A.B."—General experiences and a handbook.

No. 16788. Handbooks Required.
"J.F.D."—1935 Morris Eight.
"G.W."—1937 Triumph Dolomite.
"K.E.D."—1939 Standard Eight workshop manual.
"T. J. McG."—1931 Morris Minor.
"M.J.D."—1937 1½-litre Riley.
"A.H.E."—1935 Crossley Regis.

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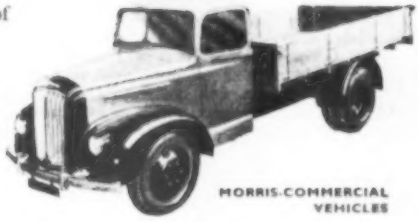

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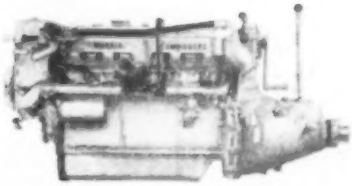

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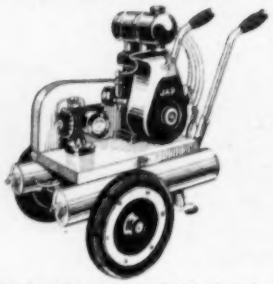

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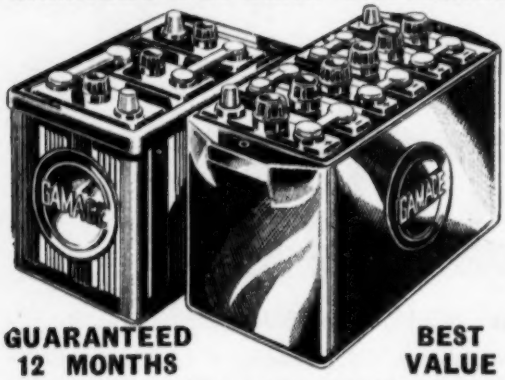

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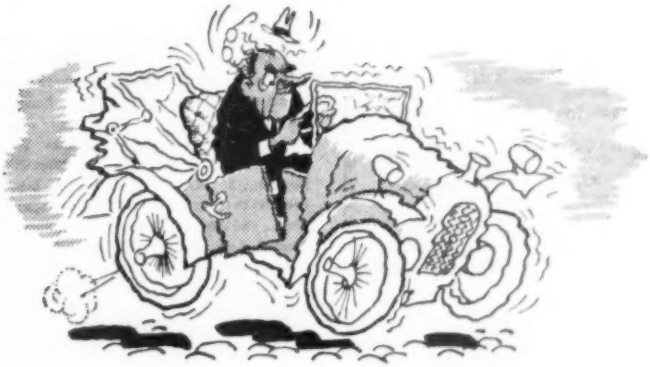

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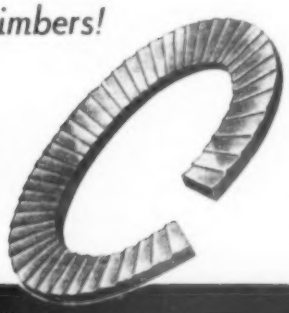

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'45 **HILLMAN** "Minx." Lthr. uphsty. Immac.	280
'46 **FORD** "Anglia." Attr. bargain	280
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'38 (mdl.) **JOWETT.** Extremely well preserved	205
'38 **MORRIS** 8. Completely repainted	175
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£75	1938	**FORD** 8 saloon	£225
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£117	1946	**STANDARD** 14 saloon	£349
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£153	1949	**M.G.** T.C. 2-seater	£459
£132	1949	**FORD** Prefect saloon	£395
£245	1949	**JAGUAR** 3½-litre saloon	£735
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£95	1947	**FORD** Anglia saloon	£285
£109	1947	**HILLMAN** Minx saloon	£325
£189	1951	**M.G.** T.D. 2-seater	£565
£179	1951	**STANDARD** Vanguard sal.	£535
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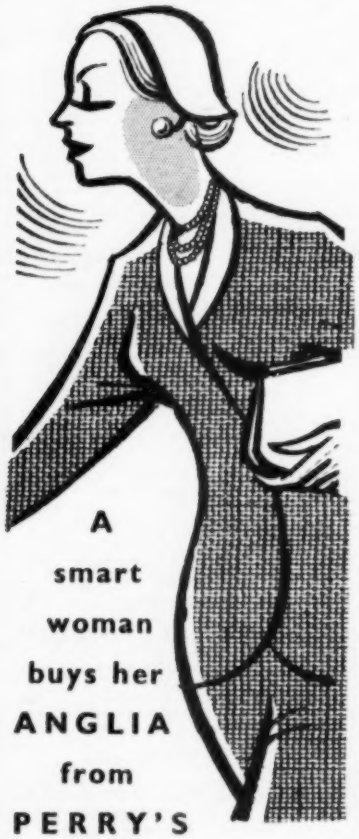

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1947	**AUSTIN** 12 saloon, black	£365
1934	**BENTLEY** 3½-litre saloon, grey	£550
1948	**HILLMAN** Minx saloon, grey, 25,000 miles	£385
1951	**ROVER** 75 saloon, black, red leather, radio, heater, 21,000 miles	£915
1949	**ROVER** 75 saloon, black, heater, radio	£695
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1950 **VAUXHALL** Velox saloon	£485
1950 **MORRIS** Oxford saloon	£495
1950 **MORRIS** Minor saloon	£395
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'53 **AUSTIN** A.70 Hereford saloon, heater	2,000	£775
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'50 **AUSTIN** A.135 Princess saloon		£895
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'48 49 **BENTLEY** 4¼-litre Standard Steel saloon	44,000	£1,975
'53 **DAIMLER** 2½-litre Consort saloon, heater	7,000	£1,325
'53 **FORD** Prefect saloon	4,000	£495
'52 **JOWETT** Javelin de luxe saloon, heater	15,000	£625
'53 **M.G.** T.D.	5,000	£615
'52 **MORRIS** Minor 2-door saloon		£475
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Telephone : EALing 6600

UPPER MONTAGU STREET
MONTAGU SQUARE, W.1
Telephone : AMBassador 1837

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The Autocar

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1949 A.C. 16hp saloon, one careful owner; bargain at £550.

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0214/R

ALLARD

GE

1951 J.2 Competition Allard, 8,500 miles only, in virtually indistinguishable new condition throughout, fitted beautiful manufacturer's 2-seater aluminium coachbuilt body with streamlined rounded tail incorporating luggage locker, concealed spare wheel, and totally disappearing hood, finished original immaculate bronze cellulose, sparkling chromium, superb brown leather upholstery, with Dunlop air-cushioned seating, fitted 3917cc Mercury engine, with special Ardun overhead valve twin cylinder head conversion units (originally cost £160 extra), raised 9:1 compression ratio, latest modified large capacity sump, twin Solex carburretors, twin exhausts, independent front suspension, De Dion type rear axle, balanced wheels, new tyres, etc., equipped timed traffic indicator winking lights, built-in side lights, luggage rack, quick-release filler cap, Bluemel's sprung steering wheel, twin tone horns, 140mph speedometer, revolution counter, auxiliary petrol supply with separate electric pump, temperature gauge, oil gauge, combined petrol/oil capacity gauge, bonnet straps, Lucas night-driving mirror, exterior mirror, windscreen quarter-light draught deflectors, twin wipers, double dipping headlamps, finned brake drums, etc.; superb performance, speeds in excess of 115mph, true Allard road-holding qualities; originally cost close on £2,000; now offered at £725; written guarantee; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

1948 Allard special 2-door fixed head coupe, new engine with high compression cylinder heads; £375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

SALES & WANTS
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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 93

ALLARD

B. J. HUNTER, Ltd., offer:—

1951 Allard P.1 saloon, fitted innumerable extras, positively unmarked; £595.

1950 Allard P saloon, just fitted new tyres, really as new; choice of 2 from £500.

1948 Allard sports tourer, very fast, maintained regardless; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR always best value.

1952 Allard P.1 saloon, 15,900 miles, one owner, beautiful car; £675.

1949 drop head coupe, reconditioned engine, heater, excellent example; £395.

1948 drop head coupe, grey, good tyres, wing mirrors; £295.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1948 Allard drop head foursome coupe, really exceptional throughout, one owner, £395.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

CAMDEN MOTORS for Allards.—1950 P type saloon, outstanding mechanically and of attractive appearance, offered at a fraction of its original list price at £425.

CAMDEN MOTORS for Allards.—1952 saloon P.1 series, an immaculate specimen of very low mileage even for a car not much more than 12 months old; £695.

CAMDEN MOTORS for Allards.—1948 drop head coupe, fitted reconditioned engine less than 6,000 miles back, special double texture hood, Telecontrol shock absorbers, etc.; £345.

CAMDEN MOTORS for Allards, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

ALLARD 1948 (July) foursome drop head, fitted wheel spats, telecontrols, etc., reconditioned engine, just run in, new tyres, immaculate throughout; £345.—Draysey Motors, 529-531, Coventry Rd., Birmingham, 10. Tel. Vic. 0460. Showrooms open till 8 p.m. [3242

Allard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

J2 or K2 wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424.

REALLY good second-hand Allard required.—Cann, 59, Harley House, N.W.1. [W1066

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

PARADE MOTORS (MITCHAM), Ltd., offer:—

ALVIS 1936 sports saloon; £155.

1938 Alvis 12/70 4-seater sports, grey and red, new hood, in first-class condition; £325.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

1948 Alvis 14hp 5-seater shooting brake; £590.

MACRAE & DICK, Ltd., Inverness. [3305

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1948 Alvis foursome coupe, fitted heater, £425.—Wiltshire Motors, Doncaster. Tel. 49360. [3391

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

BROOKLANDS: Alvis distributors, new 3-litre.

1953 Alvis 3-litre sports 2-seater, 600 miles.

1952 Alvis 3-litre saloon, 8,500 miles.

1952 Alvis 3-litre d.h. coupe, 16,000 miles.

1951 Alvis 3-litre coupe, 7,000 miles.

ALVIS cars examined and guaranteed; 3-litre saloons and coupes from £1,200; guarantee.

DEFERRED terms; buy or sell your car.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 model Alvis 3-litre Tickford coupe, maroon, radio, heater, 25,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

1935 Alvis Firefly, black saloon, mechanical condition excellent, bodywork poor; £65.—Box 2056. [3510

1935 Alvis Speed 20 saloon, good condition; £145.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770 [C4002

ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles; £1,025.—Campbell Symonds, Arnold 2246. [C1057

ALVIS 3-litre saloon 1951, finished in black, radio; this car has been meticulously maintained and we have every confidence in recommending it.

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 44751. [3338

1937 4.3 Alvis Vanden Plas drop head coupe, black, very smart; £325.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

£195!!!—1938 series Alvis 25 sports saloon, excellent throughout and gift price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 (April) Alvis Tickford coupe, grey, red leather, radio, heater, loose covers, foglamp, etc., small mileage, as new.—Dobsons, Ltd., Staines 801. [C1074

ALVIS Speed 25 Charlesworth foursome coupe, registered January 1939, excellent condition throughout; £325.—Price, 33, Old Sneed Avenue, Bristol, 9. [3243

£150.—Alvis 16/95 saloon (1934), most carefully maintained, good tyres, good battery, quiet, no smoke.—Sunningdale Motors, Sunningdale, Berks. Ascot 319. [5277

1938 Alvis Silver Crest saloon, one owner, chauffeur maintained, exceptional condition; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949 Alvis 14 foursome drop head coupe, grey, under 25,000 miles, excellent condition, radio; £525.—Rogers, 44, Kwell Rd., Surbiton. City 4444, extension 23 (office). [3555

ROYS offer 1937 Alvis Crested Eagle sports saloon, discs, etc.; £265; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1934 Alvis Speed 20, the best kind of motoring, outstanding example of this high performance car, with special open 4-seater tourer by Cross & Ellis, recently completed works overhaul, must be seen and tried to be fully appreciated; £275.—Ring Euston 4273. [5477

425 gns.—Alvis 14, 1947 4-door 5-seater shooting brake, glass all round, removable rear seat, drop tail-board, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 (Sept.) Alvis 3-litre saloon, black with red leather upholstery, H.M.V. radio and heater, 1,500 miles only, 3 months old, faultless, cost £1,785; will accept £1,500 or near offer.—County Garage (Sackville Garages), Ltd., Sackville St., off Whitworth St., Manchester. Tel. Central 8011. [5534

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BJ. HUNTER, Ltd. offer:—

FOR immediate purchase of your Alvis

BJ. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

ALVIS Speed 25, 1939 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Faling 8841. [W3041

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

Alvis Spares and Service

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.

1949 Buick saloon, 2-door, l.h.d., radio, heater, all extras, black, moderate mileage.

1951-52 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.

1951-52 Chrysler shooting brake, radio, heater, all extras, maroon/cream, 15,000 miles.

1948 Chrysler Windsor 4-door, radio, heater, extras, l.h.d., dove grey/blue, 14,000.

1951 Ford de luxe, 2-door, radio, heater, extras l.h.d., black, 16,000 miles.

1948 Frazer 4-door, radio and heater, overdrive, l.h.d., black, moderate mileage.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

1949-50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

1951 Pontiac 2-door saloon, Catalina hard top, radio, heater, all extras, blue, 15,000.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd

1950 Chevrolet de luxe 4-door sedan.

1950 Cadillac Fleetwood 60 special.

1949 Oldsmobile hydramatic saloon, 12,000 miles.

1947 Pontiac convertible, all extras.

1939 Ford V.8 drop head coupe.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALFREDS & Co., Ltd.—1949 (registered 51) Chevrolet Fleetline saloon, 1952 condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

£595!!!—1952 (reg.) Kaiser Frazer 24hp 4-door saloon, tremendous performance with 22mpg economy, 6-7-seater, radio, heater, loose covers, etc.—Below.

£495!!!—1946 (reg.) Chrysler Plymouth 24hp drop head foursome coupe, electric hood, magnificent motor car.—Below.

£444!!!—Buick 30hp fitted special 4-door Salmons Tickford convertible saloon, just had £200 overhaul, in magnificent condition throughout, no one looking at this vehicle could believe it's 13 years old; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

JOE THOMPSON (MOTORS), Ltd. offer selection late model American cars including Pontiac station wagon, 4-door, all wood, radio and heater, specimen car.—97, Fulham Rd., S.W.3. Kensington 4858. [C4026

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

495 gns.—Chrysler, 1946, 28hp Windsor foursome convertible coupe, leather, r.h.d., column gear-change, fluid drive, electrically operated hood, flashing indicators, built-in radio, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 31. [W4064

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

AMERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

TAYLOR & CRAWLEY will buy low mileage luxury American cars at good prices.—33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

American Cars Spares and Service

WE specialise on repairs, parts; sell your car for you; reasonable prices. Tarrant and Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. [0455

ARMSTRONG SIDDELEY

WM

WELBECK MOTORS, Ltd., offer the first reasonably priced off-new Sapphire:—

1953 (May) Sapphire 4-light saloon in black, brown hide, 7,000 miles, same as maker's guarantee; £1,550.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

P&J

PASS & JOYCE, Ltd. (England's largest distributors) offer:—

1951 Armstrong Siddeley Whitley saloon, Langham grey, £795; one week's free trial guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3059

ARMSTRONG SIDDELEY

CAR MART, Ltd.

1951 Armstrong Siddeley Whitley saloon, radio, heater, 21,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

COACHCRAFT offer:—

£375!—1947-8 Armstrong Typhoon saloon, one owner, mileage 20,000 only, perfectly maintained and practically as new throughout, heater, loose covers, all original tools, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

TOM GARNER, Ltd., offer

1953 Armstrong Siddeley 2.3-litre (6-light) Whitley saloon, grey with blue leather, heater, radio, 6,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

BJ. HUNTER, Ltd., offer:—

1953 Armstrong Siddeley utility saloon, very low mileage, as new; £795.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

HAROLD SIMONS, Ltd., offer:—

1949 Armstrong Siddeley Lancaster, black, brown leather, heater, radio, one owner, a well maintained car; £545; 3 months' written guarantee, free after-sale service; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

GUY SALMON AUTOMOBILES, offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, 26,000 miles, black, beige leather, very well maintained example; £595.

1950 (November) Armstrong Siddeley Hurricane coupe, most exceptional condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 Armstrong Siddeley Whitley saloon, one owner, fitted radio, genuine small mileage; £895.

RIPCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

GUY ALFREDS & Co., Ltd.—1952 Armstrong Siddeley touring utility, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

1953 Sapphire, mileage under 1,000, radio, special finish; £1,725.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

£395.—Armstrong Hurricane coupe (Oct., 1946), grey with grey leather, very well maintained.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

£488.—Armstrong Siddeley Hurricane 4/5-seater, drophead, supremely lovely condition, really must be seen; exchanges and terms, distance immaterial.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe East, Bournemouth (Tel. Southbourne 43544). [C4024

£150.—1938 model Armstrong 14 saloon, black, brown hide, excellent runner, reconditioned; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Armstrong Typhoon sportsman's fixed head, black, brown leather, Bedford cord loose covers, heater spotlights, low mileage, immaculate condition; trade enquiries welcomed; £500.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1951 Armstrong Siddeley Whitley 4-door saloon, colour fawn, good tyres, taxed, one owner, regularly serviced by us since new; £685.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

425 gns.—Armstrong Siddeley 1948 Typhoon sports saloon, leather, radio, heater, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Armstrong Siddeleys.—18hp Hurricane drop head foursome coupe, 1951 series, attractive pastel finish with rich leather interior, built-in heater and usual extras, choice of two, one with pre-selector and one with synchromesh gears, from £595.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley 18hp 4-door saloon, 1951, extremely good condition all round, very carefully used, moderate total mileage; £695.

CAMDEN MOTORS for Armstrong Siddeleys.—Lancaster 4-door saloon de luxe, late type model also with 18hp engine and bench-type front seat, another excellent specimen in black at the very competitive price of £545.

CAMDEN MOTORS for Armstrong Siddeleys.—1951 7-seater limousine, 18hp model, one of the very few on offer, leather upholstery front and rear, widest occasionals, division, built-in heater, etc., nominal mileage and in condition virtually indistinguishable from new; £995.

CAMDEN MOTORS for Armstrong Siddeleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

LIMOUSINE, 1951, 18hp, partition, forward occasionals, small mileage, black, privately owned, immaculate, £985.—Alpe & Saunders, (7-seaters purchased.) Providence Court, North Audley Street, Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

CHARLES FOLLETT, Ltd., official Armstrong Siddeley agents.
SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [W2010

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair 2941. [W1006

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835 R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours' exchange engine service; prompt guaranteed work by specialists.
PRESELECTOR gear boxes; exchanges, reconditioning. —Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644 R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602 R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760 R

ASTON MARTIN

H. W. MOTORS, Ltd., offer:—

ASTON MARTIN DB2 saloon, 1952 specification, finished light grey with blue upholstery, fitted Vantage engine, twin exhaust system, Al-Fin bi-metal brake drums and special instrument panel; this car is undoubtedly one of the finest examples of its mark available in this country, and is offered at an extremely reasonable price; complete service history available; £1,850.—Walton-on-Thames 2404-5-6. [C2042

BROOKLANDS: Aston Martin sole distributors.

1954 models available; cars on show and for demonstration; buy or sell your car at
103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1936 Ulster Aston Martin, completely overhauled by Friary Motors, unused and stored, cellulosed in red; £500 or near offer.—Tel. Hastings 844. [3553

Aston Martin Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd., official Rolls-Royce and Bentley repairers and retailers.
SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [W2010

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1013

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [W2062

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

B. & G. MOTORS offer:—

£45—Austin 7 1934 saloon de luxe.
£39—Austin 7 saloon de luxe.
£35—Austin 7 saloon de luxe.
£28—Austin 7 saloon de luxe.
£38—Austin 7 open sports 2-seater.
H.P. terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1013

ALLWEATHER MOTOR Co.
LARGE stock of Austin cars.
LONDON'S dependable motor traders.
WE offer a wide selection.
EVER-CHANGING stock.
ALL makes bought and sold.
TRADERS welcomed.
HIRE purchase—immediate delivery.
EVERY enquiry dealt with promptly.
REMEMBER!! Tel. Edgware 3610 (4 lines). [0587

1937 Austin 7, new engine, perfect condition; £155.—Braithwaite, Addiscombe 2167. [3422

AUSTIN Big 7, 40mpg, just fitted with new engine, carb., tyres; £185.—Underwood. Tel. Bow 3031. [3584

1938 model Austin Big 7 4-door saloon, black with blue leather; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4002

BRUTON'S, Ltd.—Austin 7 1937 saloon, rebored engine, good chassis, taxed; £98.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

AUSTIN SEVEN

£120—1937 Austin Ruby saloon, excellent condition; any trial.—G. P. (Balham) Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube.) Batt. 1107-8-9. [C2024

BEST offer over £110 accepted for 1939 Austin Big 7 4-door saloon on behalf of client; terms.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R

AUSTIN A30

CAR MART, Ltd.,
LONDON Distributors.

1953 Austin A30 saloon, heater, 4,000 miles; £465. —Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

1953 Austin A30 4-door saloon, black, heater, 700 miles; £525.—
TOBY MOTORS, Regent Rd., Great Yarmouth 3273-4. [3087

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1946 Austin 8hp 4-door saloon, blue, total mileage 32,000, in excellent order throughout; £295.
LYNE FRANK & WAGSTAFF 3-5 Crouch End Hill, N.8. Mountview 4401. [C2058

1947 Austin 8 saloon; £335.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£245—1940 Austin 8 saloon, black; terms, exchanges.—Gulliver 2662. Haverstock Garage, Haverstock Hill, N.W.3. [3539

1947 Austin 8 saloon, magnificent, guaranteed; £265.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1947 Austin 8 4-door de luxe saloon, black/brown leather, taxed, in excellent condition; £335. —Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1947 model Austin 8 4-door saloon, sliding head, black, brown upholstery, very good tyres, first-class condition; £295.—Holbrook Motor Co., Richmond, Surrey. Tel. 4014. [C2038

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297 Euston Rd., N.W.1. Euston 1212. [0952/R

REALLY good second-hand Austin 8 required.—Cobb, 30, Harley House, N.W.1. [W1086

AUSTIN 8 1946-47 wanted, in faultless condition, no dealers.—65, Highbury Park, N.5. Can. 1650. [3328

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

ANDOVER MOTOR Co., Ltd., offers:—

1939 (November) Austin 10 saloon in black with blue leather, immaculate condition with reconditioned engine; a very real bargain at £300.—Andover, Hants. Tel. 3405. Open week-ends (Sundays inspection only). [C1003

ENGINES RECONDITIONED, Ltd., offer:—

1938 Austin 10, Cambridge saloon, in perfect condition, an unusually fine specimen; £215.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Austin 10, black with brown leather; £185.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1946 Austin 10 saloon, blue with black wings, brown leather upholstery, loose covers, good tyres, £340.
JOHN JORDAN, Sandy, Beds. Tel. 64. [3528

1939 Austin Cambridge de luxe saloon, well maintained, one owner, black with green interior, taxed; £225.
G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

295gns.—Austin 10, 1940 type de luxe saloon, sliding head, leather, rebored, excellent condition; terms, exchanges.—Rowland Smith, below.
145gns.—Austin 10, 1936 Lichfield saloon, leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1940 model Austin 10, immaculate condition; £265; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1940 Austin 10 saloon, blue/blue leather; £250; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053

£189—1937-8 Austin 10 Cambridge saloon, super condition, choice of 2; also 1939 at £219. —G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

Austin Ten Cars Wanted

C
M
THE CAR MART, LTD., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. [0952/P

Austin Ten Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN A40

W M
WELBECK MOTORS, Ltd., offer a virtually new A40 Countryman at £100 under list:—
1953 Austin A40 Countryman, 7,000 miles, heater, identical to new, original cost £760, our price £660; this car is finished in a most beautiful suede green—not the normal light or dark green used on this model.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). [C4049

ACRES offer:—
AUSTIN A40, beige, fawn leather, heater, one owner only; £435.
ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.,
LONDON Distributors.
1953 Austin A40 Somerset saloon, heater, 3,000 miles; £675.
1952 Austin A40 Devon saloon, heater; £515.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

ROUNDABOUT offer:—
1953 (September) A40, one owner, 1,700 miles, immaculate condition throughout, saloon de luxe, fitted heater; £725.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [C3054

B. J. HUNTER, Ltd., offer:—
1952 A40 coupe, very fast, exceedingly low mileage; £675.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

H. A. SAUNDERS, Ltd., offer:
1951 Austin A40 saloon, grey with blue upholstery, heater, recorded mileage 19,470; £525.
836—842 High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. W. MOTORS, Ltd., offer:—
1953 Austin A40 Somerset, finished fawn, beige leather upholstery, fitted heater and sunshine roof; this car is in immaculate condition, mileage 7,000; £665.—H.W. Motors, Walton-on-Thames 2404-5-6. [C2042

GLANFIELD LAWRENCE offer:—
1952 Austin A40, green/brown leather, heater, one owner, 15,000 miles; £635.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARDS, Ltd., offer:—
1953 Austin A40 saloon, beige, 160 miles; part exchanges; deferred terms.—4 Brick St., Park Lane, London, W.1. Gros. 4772/3. [C3051

CHARLES RICKARDS, Ltd., offer:—
1953 (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, taxed, one owner; £675.
ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

WARWICK WRIGHT, Ltd., offer:—
1953 Series Austin A40 Somerset saloon, radio and heater, blue, 10,000 miles; £645.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6623) offer:—
1953 Austin Somerset, beige, heater, sliding roof, low mileage, one owner; £615.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

ANDOVER MOTOR Co., Ltd., offers:—
1949 A40 saloon, dark green with beige leather, in beautiful condition; £475.
1951 A40 saloon in blue with blue leather, 15,000 genuine miles only, in showroom condition and unmarked; £550.—Andover, Hants. Tel. 3405. Open week-ends (Sundays inspection only). [C1003

MEBES & MEBES, Ltd. (Est. 1893), offer:—
AUSTIN A40 Devon 4-door saloon, fawn, leather upholstery to match, heater, loose seat covers, moderate mileage, taxed, one owner, excellent; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1953 Austin A40 coupe, heater, as new; £670.
GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. [C2023

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1952 Austin A40 pick-up, fitted with heater, loose covers, one owner, mileage, 14,000; £385.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1954 Series Austin Somerset A40, just delivered, list price.—Weybridge 600. [C4023

1951 Austin A40 saloon, one owner, immaculate condition throughout; £545.—Below.
1950 Austin A40 saloon, one owner, excellent condition; £495.—Below.
1949 Austin A40 saloon, one owner, recellulosed, perfect condition throughout; £445; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 Austin A40 saloon, fitted radio, low mileage, excellent condition throughout; £445. JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

£450.—Austin A40 4-door saloon, 1949, leather upholstery, heater, sliding roof, one owner. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1953 A40 sports, 10,000 miles, immaculate condition, heater, spotlight; £750.—Byron 6114. [5279

HILLWOOD MOTORS.—1951 Austin A40 Countryman, one owner, heater; £545.—Tel. Mill Hill 4232. [5496

OCT., 1949, A40, good condition, 15,500 miles, heater, brakes relined, new battery; £480.—Robinson, Gip. 2497. [3459

1952 (Dec.) Somerset saloon, sunroof, heater, one owner, really immaculate, guarantee; £610.—Below.

1952 (Aug.) Somerset saloon, one owner, nominal mileage immaculate; £595; full Austin range new and used on view.—H. A. Saunders, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 6011. [C4004

AUSTIN A40 1949 black de luxe saloon, genuine bargain; £455.—Blue Star Garage, 364, Kensington High St., W.14. [5572

1953 Austin A40 Somerset; £625.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

GUY ALFREDS & Co., Ltd.—1952 Austin A40 Somerset sports drop head foursome.—6-7, Warren St., W.1. Euston 3268. [C1005

AUSTIN A40 saloon, 1949 (first used 1951), green, beige leather, heater, sunshine roof; £425.—J. Fricker, Ltd. Park 5077. [C2016

AUSTIN A40 1949, one careful owner, beautiful condition throughout; £465.—Blue Star Garage, 364, Kensington High St., W.14. [5571

1953 (September) Austin A40 Somerset sunshine saloon, cream with red leather, heater, 2,000 miles, as new; £675. WHITBY'S OF ACTON, Ltd., 273, Acton Vale, London, W.3. She. 5355. [5349

1951 Austin A40 saloon, very carefully used car; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£465.—1950 type Austin A40, one owner, heater; terms, exchanges.—Gulliver 2662. Haverstock Garage, Haverstock Hill, N.W.5. [5542

1949 A40 saloon, blue, sunroof, heater, one owner, 35,000 miles; £435.—English, 147, Gatley Rd., Gatley, Cheshire. Tel. Gat. 4758. [5575

1952 Austin A40 G.D.3 saloon, one owner, heater, taxed; 495gns.—Mobility Car Sales, Ltd., 472-480, Lordship Lane, N.22. Bowes Park 1665. [2996

£555!!!—1952 series Austin A40 sports drop head coupe, G.D.3 model, excellent throughout; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Austin A40 Somerset, beige, heater, one owner; £595.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1950 A40 saloon, excellent condition, heater; £495.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1952 Austin A40 Somerset saloon, green with brown leather, heater, low mileage, one owner, outstanding condition; £575. WHITBY'S OF ACTON, Ltd., 273, Acton Vale, London, W.3. She. 5355. [5350

565gns.—Austin A40, 1952 Somerset saloon, beige, leather, heater, one owner, excellent condition, terms, exchanges.—Rowland Smith, below.

495gns.—Austin A40, 1951 Devon saloon, leather, heater, one owner, excellent condition, choice of 8 A40s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (July) Austin A40 de luxe saloon, sliding roof, radio, heater, grey with blue leather, 22,000 miles; £450.—Haskins Ladbroke 1155. [C3027

1949 Austin A40, one owner, splendid condition; £460.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1952 Austin A40, as new, with utility body fitted with folding seats, small mileage, one private owner, H.M.V. radio, offers over £450.—Box 2076. [3560

1953 Austin A40 Somerset saloon de luxe, heater, low mileage; £625, 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119. (Tube.) [C1034

1951 (Oct.) Austin Devon sal., sc. change, grey, heater, sunroof, 15,000 miles, quite exceptional condition; £575.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [C3043

£415.—1949 Austin A40 saloon, one owner, another at £455; terms, exchanges.—Traynor Motors, 135, High St. South, East Ham. Grangewood 2530. [C4032

1951 A40 Devon saloon, black with brown upholstery, radio, heater, sliding roof, Fram filter, large capacity battery, 20,000 miles; £535; Surrey area.—Box 1970. [3224

1952 (August) Austin A40 Somerset, blue, heater, 13,000 miles, immaculate; £615.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2 [C3067

1953 Austin A40 Countryman, grey, 4,700 miles only, immaculate; £665.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1950 Austin A40 saloon, excellent condition; guaranteed; £460; exchanges and terms.—Palmers, 8, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

AUSTIN A40

1949 Austin A40 Devon saloon, blue/blue leather, immaculate; £425; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053

1951 (August) Austin A40 saloon, column change, heater, one owner, 16,000 miles, excellent condition; £545.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£525.—1951 model A40, beige, brown leather, sun roof, radio and heater, 25,000 miles, whole car in spotless condition.—Elm Autosales, 66, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

1952 (Nov.) Austin Somerset coupe, beige, with red leather, many extras, one owner, guaranteed 6,000 mls., as new; £595.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3405

PRIDE & CLARKE, Ltd.—1951 Austin A40 saloons, grey/blue leather, heater, loose covers, one owner; choice two, £499; 1949, grey/blue leather, heater, £409; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

£475!!!—1950 series Austin A40 de luxe saloon, fitted leather and heater, speedometer registers 10,000 but the car literally runs and looks like brand new; choice also 1949 at £435 and 1951 at £525; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1950 (August) Austin A40 saloon, genuine 18,000 miles only, one owner, finished dark green, brown leather, heater, taxed December, as new; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018/1

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December; £550; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2 [C3018

1949 (May) Austin A40 Devon salon, one owner, colour green, with beige upholstery, fitted heater, nice condition throughout; £450; and another, black, radio, heater, and sun roof, engine now being reconditioned.—Garage Service Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

£475!!!—Austin A40 Devon 4-door saloon 1949, a black car with very well maintained coachwork, 2,000 miles only since reconditioned engine fitted by Austin distributors, excellent set of Goodyear Eagle tyres, brand new Dagenite battery; the whole car in condition to give many thousands of miles of trouble-free service, two previous owners; choice of 6 other Austin A40s from £445. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned A40.—5, Erae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for A40 or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40. May 3051. [W3043

WANTED, A40 Dorset saloon with heater, immaculate condition, for cash.—Channing Thomas, Llandyssul, Carms. [3514

AUSTIN TWELVE

AUTOMOBILIA, Ltd., offers:—

1946 Austin 12-4 Dec., 4-door de luxe sunshine saloon, black, brown hide, one owner, excellent condition; £375.—Pippbrook Garage, London Rd., Dorking 4504, 3891. [C1089

1946 Austin 12 saloon; £350.—Putney 5530. [3497

1936 Austin 12 saloon; £65.—Macaulay 2211. [C1002

1940 model Austin 12 saloon, well above average condition in every respect, looks and runs like post-war model, 3 months' guarantee; £295. C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

£255!!!—1939 Austin 12/4 de luxe saloon, only one owner has nursed this vehicle, outstanding condition, only wants seeing; also choice magnificent cabriolet; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

AUSTIN TWELVE

375gns.—Austin 12, 1947 saloon, leather, one owner, good tyres, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN FOURTEEN

£145!!!—1956 Austin 14 saloon de luxe, large 5-seater, in immaculate condition, the cheapest and best offered; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

AUSTIN SIXTEEN

BG

1949 Austin 16, 19,800 miles, mechanically faultless, excellent battery, interior like a new pin, cellulose likewise; heater, latest fog lamp, reversing light, twin reflectors, unused loose covers, tills to substantiate history; £440; terms, exchanges.—Beverley Garage, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2031. [C1086

DICKS.

1937 Austin 16 saloon, one owner since new; £160. DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

GASCOIGNE'S OF READING, offer:—

AUSTIN 16 (July, 1948), 2,800 miles, black, exceptional condition.—Tel. Reading 5067 (day) 72817 (night). [5455

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Austin 16 saloon, colour green with brown leather, heater and radio, etc.; £485. COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

AUSTIN 16, 1948, good condition; £400; inspection Sussex.—Box 2050. [5504

1938 Austin 16 Goodwood de luxe, bargain; £150.—Staines 4779 after 6 p.m. [5450

FUNERAL Trade. Hearse Austin 16hp brand new, early delivery illustrated brochures, write ALPE AND SAUNDERS (COACHBUILDERS) LTD. Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [2670

1948 Austin 16 de luxe saloon, heater, one owner, excellent condition; £455. REYS MOTORS, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [2853

£50 only.—Austin 16 tourer in good running order with good tyres and bodywork.—Bayswater 2949. Pro. 1319. [C1042

1949 Austin 16 saloon, radio, perfect, guaranteed; £400.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4038

£365.—Austin 16 1947 model saloon, tip-top performance, very good tyres, particularly attractive; many others. BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

1948 Austin 16hp saloon, black, brown leather, heater; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1948 (November) Austin 16 saloon, heater, excellent condition; £445.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

WM

WELBECK MOTORS, Ltd., proudly offer:—

1950 A70 in black with grey leather, 20,000 miles but exactly as new; this must be the best Hampshire in the country; £550. WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). [C4049

ACRES offer:—

1951 Austin A90 saloon, black, unmarked and as new; £650. ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

NEWNHAMS, Ltd.

1952 Austin A70 Hereford saloon, black, excellent condition: £645.
NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C5024

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1951 Austin A90, all electric convertible coupe, in really amazing condition, fitted many extras including radio and heater, mileage under 25,000; 599gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.,

LONDON Distributors.

1953 Austin A70 Hereford saloon, heater, 2,000 miles; £750.
1952 Austin A90 Atlantic saloon, radio, heater; £695.
1951 Austin A90 Atlantic saloon, radio, heater; £635.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A90 saloon, black, all extras; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

DAGENHAM MOTORS, Ltd., offer the following car.

1952 Austin A70 saloon, radio, heater, 20,000; £695.
56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 Austin A90 saloon, black, red leather, small mileage, one owner; £645, also
1952 (October) A90 saloon, blue, 15,000 miles, one owner, radio, heater; choice of two from £735.
RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

£575 !!!—Hereford saloon, 1951, finished in beige, nominal mileage, heater, seat covers, etc.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1055

A90 electric convertible, red, pigskin upholstery with red piping, 1951; £575, or would part exchange XK120, Healey, etc.
W. A. JORDAN, Holme Mills, Biggleswade. Tel. 2001. [5529

1952 Austin A70 saloon, beige with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Hereford, colour blue, exceptional condition, mileage 15,000; £550.—John Whaley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

NAYLOR & ROOT.—1950 Austin A70 saloon, blue, low mileage, well maintained, £555; written guarantee.—25, East Hill, Clapham Junc., S.W.11. Batt. 2252. [C5022

1953 Austin A70, registered May, mileage 6,000, sliding roof, H.M.V. radio; £735.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Caterham 2232-3. [C1065

JACK ROSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as brand new, one owner; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

1951 A70 de luxe saloon, black, brown leather, immaculate condition throughout; £575; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1951 (November) Austin A90 Atlantic saloon, gunmetal, radio, heater, one owner, 25,000, excellent condition, serviced and guaranteed, no dealers; £650.—Glover, 3, Gray St., Northampton 32045. [3570

1950 Austin A70 Hampshire 4-door sun saloon, in exceptional condition, black/brown hide interior, heater; £475; consider part exchange.—14, Offington Gardens, Worthing. Swandean 849. [C4027

ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic saloon, low mileage, one owner, fitted radio, grey, £645.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

£575—1950 Austin A70 saloon, black, brown leather, one owner, radio, heater, 25,000 miles, just returned from Austins at a cost of £65, as new, immaculate, guaranteed.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0555/R

Austin A70 and A90 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

LIMOUSINE Iver, leather throughout, one owner since new, original condition; £345; terms, exchanges.
R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4604. [C5017

£185—1957 Austin 18 York saloon, long chassis, immaculate; terms.—Norman Autos, 554, London Rd., West Croydon. Tho. 4657. [5462

£195 !!!—Austin 18, long chassis, 7/8-seater with division, really immaculate and beautiful chassis; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS for Austins.—18hp limousine, 1958/59, genuine Iver model with widest occasionals, division, etc., original dark blue finish with leather interior throughout to match, used previously for funeral work only; £595.
CAMDEN MOTORS for Austins.—Ranelagh 8-seater limousine, 1959, a spacious stately car in black with grey interior, widest occasionals, division, etc., the most expensive pre-war Austin limousine produced, outstanding; £545.
CAMDEN MOTORS for Austins.—18hp limousine, 1957, long chassis model with all leather upholstery, coachwork recently respayed black, almost new Fort Dunlop tyres; £235.
CAMDEN MOTORS for Austins.—18hp long chassis York 7-passenger model, 1957, a neat and tidy looking car with leather upholstery and occasionals, runs very well; £195.
CAMDEN MOTORS for Austins.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

LIMOUSINES, 1958, partition, forward occasionals, leather, black, £575. Also 1957 partitioned Limousine, leather, nice order, £295. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1957/58/59 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN TWENTY

LIMOUSINE, 1957, Mayfair, partition, 7-forward, leather throughout, carefully maintained, exceptional throughout. £425. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

AUSTIN A125 & A135

CAR MART, Ltd.,

LONDON Distributors.

1950 Austin A135 Princess saloon; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS offer:—

1951 Sheerline, grey, radio, heater, one owner, immaculate; £795.
SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

HAROLD SIMONS, Ltd., offer:—

1949 Sheerline, grey, grey leather, radio, heater, windscreen washers, only 2 owners, £650; 3 months' written guarantee; free service after sale; exchanges; deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

CHARLES FOLLETT, Ltd., offer:—

1952 Austin Sheerline saloon, black, one owner, 15,000 miles only, superb condition, guaranteed; £985.
18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES offer:—

1953 (October) Austin Sheerline saloon, black, beige leather, works mileage 200 only, as a new car at a saving of £400 under current list price, £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

FUNERAL Trade Sheerline Hearse brand new, immediate delivery; illustrated brochures, write.
ALPE AND SAUNDERS (COACHBUILDERS) LTD. Head Office Hearse Enquiries Station Approach, Kew Gardens, Richmond 1161. [3669

1952 (April) Austin Sheerline saloon, grey, radio and heater, mileage 20,000, one owner, taxed, £900.—W. P. Maldens, Sleaford, Lincs. Tel. 155. [2065

1953 Austin Sheerline saloon, 365 miles only, black with beige upholstery, radio and heater, as new; £1,550.—W. J. Sands & Son, Ltd., Burnham, Bucks. Tel. 84. [3522

1951 (November) Sheerline, black, definitely only 14,827 miles and really in immaculate condition, owner-driven since new; £795.—Norman Roundhill, Ashstead 34. [5461

AUSTIN Princess, 1948 (1950 condition), one owner, small mileage, scrupulously maintained, immaculate; £745.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

1949 Austin Princess, immaculate condition, radio and heater; £775.—Moss (Bros.) Motors, Ltd., 357/359, London Rd., Westcliff-on-Sea. Tel. Southend-on-Sea 3688. [5434

AUSTIN A125 & A135

1949 Austin Sheerline saloon, very exceptional condition, radio, heater, etc.; £695.—Autowork, Ltd., Winchester. Tel. 4834. [C1014

1950 (July) Austin A135 Princess, metallic green, green leather upholstery, radio, heater, fog lamps, only 14,000 miles, perfect condition; £925.—Tel. Temple Bar 8421. [5482

1950 Sheerline, black, radio and heater, 22,000 miles, new tyres and battery, one very careful owner, looks like brand new car; £725.—Campbell Symonds, Wembley 6262. [C1057

1951 Austin Sheerline saloon, black, beige hide, radio, heater, 10,000 miles, unmarked interior and exterior, chauffeur maintained; £750; exchange.—54, Bentinck Ave., Blackpool. Tel. 41900 B.B. [5581

1952 (May) Sheerline, grey throughout, all extras, one owner; this car is really perfect in every detail; £895; trade and part exchange enquiries invited. G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3216

MAY, 1950, Austin Sheerline, black, beige upholstery, seat covers fitted, radio, sunshine roof, heater, demister, good mechanical body condition, 58,000 miles, one owner; £775.—Atkinson, 44, Nab Lane, Shipley, Yorkshire. Tel. 52300. [3566

LIMOUSINES, 1951/1952, exceptional selection partitioned Sheerlines, forward occasionals, leather upholstery also cloth, genuine low mileage unfinished carriages, from £1195. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1359

Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0552/R

LONG wheelbase Princess or Sheerline limousine, privately.—Sayle, 3, Warnerville Rd., Liverpool, 13. [2755

AUSTIN TWENTY-FOUR

AUSTIN 23.5 1935 7-seater landaulette, face-forward seats, sliding partition, 2 owners only, loose covers since new, entire car in original condition, wheel discs, mechanically excellent, all good tyres, taxed, £275.—Kidder's Garage, Harbinson Rd., Balham, S.W.12. Bal. 2551. [5219

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models, distance no object.—Lord St., Southport. Tel. 2266. [0748/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R

CASH immediately for good Austin.—Details, please, to H. F. Edwards, 200, Great Portland St., W.1. Tel. Langham 0012. [W2035

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd. Main Parts Stockists, 29, High St., S.W.19. Wim. 0125. [0414/R

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

C. G. NORMAN & Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

AUSTIN.—Genuine spares and specialist repair service, immediately available in the West End.
S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952-6574. [0500/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's 18, Balham Hill, S.W.12. Battersea 5280/5769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd. Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

BRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, 4,000 miles; £5,250.

1950 Bentley 4½-litre standard steel saloon, 18,000 miles; £2,550.

1948-9 Bentley 4½-litre standard steel saloon, 44,000 miles; £1,975.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON.

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RIPPON BROS., Ltd.

1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000; price £4,000.

1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £2,750.

1951 (Jan.) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

ACRES offer:—

1950 (October) Bentley Mark VI, 30,000 miles only, radio and heater, very carefully maintained car; £2,750.

1948 Mark VI Bentley, moderate mileage, radio and heater, immaculate condition, choice of 2; £1,850.

ACRES AUTO, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ACRES offer:—

1947 Bentley standard steel saloon, excellent history, indistinguishable from brand new; £1,850.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London S.W.2. Tulse Hill 1909. [C1002A

JACK OLDING, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers offer from their stock:—

1952 4½-litre large bore standard steel saloon, velvet green, grey hide, 19,400 miles; £5,350.

1951 4½-litre large bore standard steel saloon, black/brown leather, 19,200 miles; £2,975.

1951 4¼-litre standard steel saloon, Tudor grey, blue leather, 28,600 miles; £2,950.

1951 4¼-litre foursome coupe by Park Ward, black, blue leather, power operated head, 37,000 miles, one owner; £2,975.

1949 4¼-litre 2-door Countryman saloon, grey/polished wood, 38,000 miles; £2,650.

1949 4¼-litre standard steel saloon, black/beige leather, one owner; £2,175.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

PB, Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 4.6 sports saloon, large boot, Tudor grey with grey hide, 8,000 miles; £5,850.

1952 4.6 sports saloon, large boot, velvet green with brown hide, 16,000 miles; £5,750.

1952 4.6 sports saloon, small boot, two-tone grey with red hide, 18,000 miles; £5,350.

1951 standard steel saloon, black with blue hide, bench front seat, 37,000 miles; £2,950.

1950 standard steel saloon, black with brown hide, 49,000 miles; £2,400.

1949 standard steel saloon, black with beige hide, 58,0000 miles; £2,350.

1948 standard steel saloon, green with brown hide, 69,000 miles; £1,995.

1949 James Young 4-door sports saloon, black with beige hide, 57,000 miles; £2,600.

1939 4¼ Coachcraft R/E pillarless sports saloon, black with beige hide; £1,250.

1934 3½ Thrupp & Maberly sports saloon, black with brown hide; £695.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C9032

H. A. FOX & Co., Ltd.

OFFICIALLY appointed Bentley retailers.

1939 Freestone & Webb saloon on 4¼-litre overdrive chassis which has just completed overhaul and is recommended, complete equipment including radio and heater; £1,500. (B506).

1950 Bentley S.S. saloon, G.T. series, in excellent order; £2,650. (B505).

1950 Bentley Mark VI chassis fitted H. J. Mulliner special sports saloon, an unusually beautiful car; £3,950. (B504).

1951 choice of 2 S.S. saloons, each in unusually good condition and looking like new; £2,850. (B502/3).

1953 choice of 2 most attractive cars, mileage 7,000 and 1,600 respectively, each special colours and very full equipment; £3,850. (B500/1).

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Reg. 7687. [3235

1934 3½-litre Bentley, close-coupled coupe body by Barclays; £495. See also our advert. on page 57.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

BENTLEY (3½, 4¼-litre and New 4½-litre)

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE, 1951 2-door saloon by James Young, painted dark green and upholstered in beige hide, one owner, speedometer reading 45,000 miles; price £2,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1062

RUSSELL MOTORS offer:—

1950 Mark VI Bentley standard steel saloon, colour black, beige hide upholstery, one owner, 44,000 miles, maintained by Bentleys since new; all modifications, a really genuine car in magnificent condition; £2,300.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MANN EGERTON & Co., Ltd.

1953 Bentley 4.6-litre sports saloon, large boot, velvet green, beige leather, sun roof, heater and radio, 2,000 miles only, in immaculate condition throughout; £3,975.

1952 Bentley 4.6-litre sports saloon, large boot, black, grey leather, sun roof, radio and heater, 5,000 miles only, indistinguishable from new; £3,650.

MANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. [C2006

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

SWANMORE GARAGE offer:—

1936 Bentley 3½ Vanden Plas saloon, complete Bentley Motors overhaul.

1949 Bentley 4¼ Mk VI, dual grey, magnificent car.

1951 Bentley 4¼ Mk VI, black, 25,000 miles, unmarked.

EXCHANGES and terms; distance immaterial.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe East, Bournemouth (Tel. Southbourne 43344). [C4024

MASCOT MOTORS, Ltd., offer:—

1937 (October) 4¼-litre Freestone & Webb sports saloon; £975.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007

MAIDSTONE ENGINEERING Co

1935-6 Bentley 3½-litre Park Ward sportsman's saloon, this car is without doubt the finest example we have handled, the appearance is superb, far superior to most post-war cars, finished in beautiful colours of black and powder blue, the interior is upholstered in finest quality royal blue hide with polished walnut facia panel and door fillets, the performance is entirely in keeping with the faultless appearance, fitted almost all new tyres, new battery, twin chrome long-range passlamps, twin chrome windtone horns, H.M.V. radio and heater, open to any trial or examination, this car has just been sprayed under chassis with protective paint, taxed, free delivery, genuine bargain, must be seen to be appreciated; £675.

CROSS St., Pendleton, Salford, 6, Manchester, Pea. 3457 [C3000

GUY SALMON AUTOMOBILES, offer:—

1948 Bentley Mark VI standard steel saloon, black and beige leather, 45,000 miles, extremely good condition; £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,825.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BENTLEY (3½, 4¼-litre and New 4½-litre)

MANN EGERTON & Co., Ltd., offer:—

5000 miles only! 1952 (Nov.) Bentley Mk. VI standard steel saloon, big boot, big bore, finished black with grey leather, one owner, sold by us new, serviced only by us since, fitted with radio and windscreen washer, as new throughout; £5,650.

MANN EGERTON & Co., Ltd., official Bentley retailers, 5, Prince of Wales Rd., Norwich. Tel. 20481. [2962

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1937 drop head Bentley foursome coupe, 27,000 miles; £1050.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

W. J. BROWN, Ltd., Established over 30 years.

1947 Bentley Mark VI standard steel saloon, finished in grey with grey leather interior, radio, heater and sun roof; £1,750.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1935 Bentley 3½-litre Park Ward saloon, black, radio, heater, excellent condition throughout; £650.

1939 4¼-litre Bentley (overdrive) 4-door saloon by Park Ward, finished maroon and beige, superb order; £1,175. [C1001

1950 (May) Bentley saloon, 32,000 miles, superb condition.—Weybridge 600. [C4025

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce & Bentley Retailers & Repairers, offer:—

1953 model Bentley Mk. VI Big Bore, large boot, Tudor grey, one owner, 15,000 miles only, perfect condition throughout, passed by manufacturers; £3,650.

1949 Bentley Mark VI 4-door sports saloon, by H. J. Mulliner, black, one owner, genuine 23,000 miles only, really outstanding car in every respect; £2,850.

1938 Bentley 4¼-litre Park Ward all steel saloon, black, radio, etc., excellent history, superb condition; £1,175.

OFFICIAL Retailers & Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 late (2,000 miles only guaranteed), two colour, special finish, standard sports saloon; offers over £4,000.—Box 2079. [3565

1935 3½-litre Bentley Park Ward saloon, black, blue leather, radio, sunshine roof; £750.—J. Fricker, Ltd., Park 5077. [2016

1950 Bentley Mk. 6 steel saloon, immaculate condition; ££2,550.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1952 4.6 standard steel saloon, duo grey, grey hide, 22,000 miles, history available; £3,150.—Caffyns Ltd., King St., East Grinstead. Tel. 717. [3476

1935 3½-litre Park Ward saloon Bentley, ride control, parking light, luggage rack, black/blue, 77,000 miles, Bentley overhaul 1951; £675.—Box 2014. [3518

ROLLS-BENTLEY 1934 sports saloon, recent extensive overhaul, exceptional order; £575.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067

1938 Bentley 4¼-litre Park Ward saloon, finished black, grey hide, recent engine overhaul, mechanically faultless, bodywork fair; £750.—Royston 2148. [3545

1934 Bentley 3½-litre tourer, coachwork by Vanden Plas mechanically excellent, body requires interior and exterior renovation; £350.—Royston 2148. [3544

1951 Bentley Mk. VI saloon, radio, etc., in beautiful condition, attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1947 Bentley Mark VI standard saloon, one owner since new and thoroughly maintained; £1,725.—Stephen Peerless & Son, 18, Lodge Rd., St. John's Wood, N.W.8. Pri. 0692. [3537

FOR sale, 1952 Bentley Mark VI, black/grey standard saloon, immaculate condition; £2,975.—Tel. Witney 407 between 9 a.m. and 5.30 p.m.—Witney and Hardwick Lime Co., Ltd., Witney, Oxon. [3195

1937 (November) Bentley 4¼-litre Park Ward pillarless razor edged saloon, black with grey upholstery, H.M.V. radio, complete set new 625 covers, complete excellent condition; £875.

BLOOMER, D. H. & A. H., West St. Mary's Gate, Grimsby. Tel. 5488. [2970

BENTLEY steel sports saloon, 41,000, black with grey leather; £2,500 or consider exchange for Bristol 403 or similar sports car in new condition.—"Glenwood," Portfield, Whalley, Nr. Blackburn. [3500

1934 Bentley 3½-litre Mulliner 4-door sports saloon, wireless, heater, mileage 67,000 since overhaul, good condition; £600.—Bradburn & Wedge, Ltd., 46, Darlington St., Wolverhampton. [3285

1937 4¼ Bentley Park Ward, 80,000 miles, immaculate condition; £795.—Clayton's Cars (London) Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 Bentley Mark VI James Young body, grey with blue leather upholstery, H.M.V. radio, heater, very magnificent car at fraction of its original cost.—20, Leamington Rd., Coventry. Tel. Coventry 68223. [3360

1953 (April) standard steel saloon, Tudor grey with grey leather, fitted with tartan silk-faced seat covers, radio, heater and air conditioning, large boot model, run only small mileage, as new; £3,750.—Robbins, East Putney. Tel. 4581. [C3010

1948 (April) Bentley 2-door sports saloon, body by James Young, black, beige leather, sliding roof, radio, heater, twin fog lamps, spot lamp, 49,000 miles only, beautiful condition, £2,450; current new list price over £6,000; part exchanges and gradual payments scheme available.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Est. 1906. Tel. Wallington 5404. [C3020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

MARK VI Bentley 4½-litre, Oct. 1951, under 10,000 mile, serviced only by Bentley Motors, immaculate condition; £3,000; no dealers.—Percy Andrew & Son, Ltd., Dyers, Bulwell, Nottingham. Tel. Bulwell 24569. [3250

1952 Bentley Mark VI with light weight H. G. Mulliner 4-door saloon, 15,000 miles, absolutely faultless. £4,275.—Taylor & Crawley, 53, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4036

1951 (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed, this car is in original condition and unmarked; £2,900.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Bentley Mark VI H. J. Mulliner 4-door saloon, navy blue, blue upholstery, 34,000 miles, every modern accessory, including windscreen washers, manual selector switch for fuel pumps, electrically operated rear blind, twin cigar lighters in rear, Lifeguard tubes fitted throughout, immaculate condition.—Tel. Gath, Bradford, Yorks. 21435. [5332

CAMDEN MOTORS for Bentleys.—4¼-litre sports saloon, 1937 (May delivery), 4-door body styling by Messrs. Arthur Mulliner, finished in silver with black wings and trimmed throughout in pale blue hide, pre-war history not available but details of servicing and overhauls since early 1947 can be produced, these total some £200 not including such items as tyres (new Goodyears recently fitted), battery (new last month) and retrimming of interior carried out by separate firm in 1949; the whole condition of the car is remarkably good for its year, particularly in the mechanical sense; extras include Ace super discs, Lucas twin passlights, Clayton heater and screen demisting; offered to the discerning Bentley specialist at £875.

CAMDEN MOTORS for Bentleys.—Also a Park Ward 4¼-litre saloon, 1937 model later delivery than above, at present undergoing complete coachwork respray in our workshops.

CAMDEN MOTORS for Bentleys.—Earlier models, 1935-1936, Vanden Plas, Park Ward, Thrupp & Maberly, etc., priced from £595.

CAMDEN MOTORS for Bentleys.—Mark VI standard steel saloon in pastel green, 1947 model (and registered), immaculate specimen fastidiously maintained by wealthy and knowledgeable enthusiast and serviced throughout by accredited Bentley agents, all extras, radio, heater, discs, seat covers; £1,795.

CAMDEN MOTORS for Bentleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1938 Sports 4-door Park Ward 4¼-litre Saloon (history available), leather, most excellent condition throughout, black, £1045. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

Bentley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly.) Grosvenor 3434 [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

BENTLEY wanted.—Valentine 4674 after 6 p.m. [W2018

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

CASH for small mileage Bentley 4¼-litre; private buyer; full details.—Box 1772. [2795

BENTLEY owner-driver saloon, 1937-39; full details.—Surgery, 14, Cowbridge, Hertford.

MARK VI Bentley wanted, 1949/1951, preferably under 50,000 miles.—Bowles, 2, Elm Park Court, Pinner, Middx. Tel. 360 or 494. [W1065

BENTLEY Mark VI wanted, full Bentley history essential. Standard Steel saloon preferred, no earlier than 1950 and of small mileage.—Details to:—ARNOLD G. WILSON, Ltd., Regent St., Leeds, 2. Tel. 34681. [5336

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0557/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 255 [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [W3011

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1 [W3030/R

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

PROSPECTIVE private owner requires 1951 or 1952 Bentley 4¼ litre steel saloon; please state chassis No., engine size, colour of body and upholstery, mileage, No. of owners, price; all replies will be acknowledged.—Box 1847 [2920

Bentley Spares and Service

ALL spares and repairs for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace. Tel. Livingstone 3362 [0490/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars

SERVICING or overhauls

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th. Wimbledon Tube). Liberty 7222 (8 lines) [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0595/R

B.M.W.

1939 B.M.W. Type 328 sports 2-seater, finished cream, splendidly maintained by a very enthusiastic owner, magnificent condition throughout, an excellent specimen of this model; £565.—Pantiles Service Garage, London Rd., Guildford 5326. [C5055

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1953 Bond Minicar, Mark C, 197cc, 200 miles only, demonstration model for immediate delivery; 269gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ASTONS, Gosford St., Coventry, for Bond cars and service, used car specialists.—Tel. 62421. [3246

1952 (May) Bond Minicar, 6,000 miles, one careful owner; £167/10.

1952 (Aug.) Bond Minitruck, additional extra seat, electric starter, one owner, 6,000 miles, new condition; £197/10.—Walker & Ward, Ltd., Bond Distributors, Warwick Place, Cheltenham 3816. [5313

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251 [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

L. F. WARD, Ltd.

1953 403 Bristol from stock.

1950 401 Bristol, engine completely overhauled by us, two owners, fitted radio and heater.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C4045

£1100 under cost price

1952 (April) Bristol 401 saloon, one owner, colour green, Ekco radio, twin speakers, heater, tailored cloth seat covers, special mats, oil radiator, screen washer, Marchal fog lamp, over £100 worth extras, this car has been most carefully maintained and driven since new; guaranteed total mileage 12,000; £1,900.

1951 Bristol 401 saloon, just fitted with 405 modifications to engine, chassis and brakes at cost of £220, one owner, total mileage 59,000, black, grey leather, always maintained by us; £1,675.

1948 type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black; price £1,095; also another similar model, price £950.

A.F.N., Ltd., London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

KEVILL DAVIES & MARCH Ltd

OFFICIAL Bristol retailers

41—42 Hay's Mews, Berkeley St., W.1. Gros. 2565 [C2054/R

ANTHONY CROOK offers:—

1953 Bristol 403s, new from stock.

1953 Bristol 403, 5,000 miles, fitted 404 engine.

1951 Bristol 401, 17,000 miles; £1,750.

1951 Bristol 401, leather, grey.

1951 Bristol 401, Cambridge grey, one owner.

1950 Bristol 401; £1,650

WE have a large stock of 400 saloons ranging from 1948 to 1950, these cars are all in first-class mechanical condition; your inspection is invited; any make of used car taken in exchange; all spares in stock, specially equipped works and Bristol trained staff; delivery or collection anywhere free of charge.

ANTHONY CROOK, the Bristol distributor, Caterham Hill, Surrey. Caterham 2232-3. [C1065

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141 [0618/R

1953 Bristo 403, 8,000 miles, one owner, many extras, most perfect condition; £2,395.—Taylor & Crawley, 53, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4036

Bristol Cars Wanted

B J. HUNTER, Ltd.

FOR immediate purchase of your Bristol.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

BARTLETT will pay more for good Bristols.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Bristol.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735 [0144/R

BUGATTI

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

57S registered 1950 and rebuilt regardless of cost, 2-seater sports, genuine 115mph, fitted 4 S.U. carburettors in faultless order; £495. [C1001

DISMANTLED ready for inspection, splendid vintage car, 35hp saloon in extraordinary condition; £350.—Lemon Burton, Lonsdale Rd., London, N.W.6. Mai 1351 [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1351 [0071/R

BUICK

COOMBS & Sons (Guildford), Ltd., offer:—

1949 Buick Special, l.h.d., 2-door saloon, fitted radio heater, loose covers, etc., mileage 22,000, £925.

1938 Buick Special saloon, blue with cloth upholstery; £225.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62307-8-9 [C1057

1951 Buick 4-door saloon, right-hand drive.—Below.

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4024

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

DROP head foursome Buick, English coachwork, 1954, one owner, £195; exchange smaller car.—45, Shirehall Park, N.W.4. Hendon 1648 [5334

£285.—1939 Buick special saloon, black, beautiful condition; terms, exchanges.—Gulliver Ltd., Haverstock Garage, Haverstock Hill, N.W.3. [5334

1952 (April) Buick green saloon de luxe, radio, heater, seat covers, 8,000 miles, as new, £2,500.—Sunnydene Garage, Leicester. Tel. 54516. [5330

CASS'S MOTOR MART.—1938 Buick Viceroy saloon, black, unblemished, outstanding condition throughout; £350; written guarantee. 5, Warren St., W.1. Euston 4110 [C1040

BUICK 1948 super saloon, 30hp (28,000 miles), right hand, two-tone beige, cloth trim loose covers, radio, first offer £1,150 (new car arrived). Tel. Douglas 1251 inspection.—Henderson's Garage, Cambridge St., Glasgow. [5334

1949 Buick Roadmaster with Riviera power-operated convertible, radio, heater, very good condition throughout, £1,175.—Taylor & Crawley, 53, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215 [C4036

CAMDEN MOTORS for Buicks.—Super Eight saloon, 1959, a good example of this 31hp Viceroy series, nice tidy interior in good quality leather, smooth almost silent engine, effortless performance, gears on steering column, overriders, Rimbellishers, etc., £295.

CAMDEN MOTORS for Buicks.—Also a Super Eight drop head with Fisher bodywork, right-hand drive, extensively reconditioned throughout; at £295.

CAMDEN MOTORS for Buicks.—Viceroy 31hp saloon, 1950, late registration car, in outstanding order, one owner past 6 years; this car has been serviced regularly by main concessionaires, 6 almost new Dunlop heavy duty tyres; £345.

CAMDEN MOTORS for Buicks.—1949 Super Eight 6-seater 4-door saloon, probably the most superb 1949 model Buick in the country, very small total mileage, every conceivable extra incorporated, immaculate and entirely unblemished condition.

CAMDEN MOTORS for Buicks.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 6691/5935. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4024

7-SEATER private 1937-38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1939 60 special 4-door saloon, also 7-seater limousine, both black, specimen cars.—Below

1949 Cadillac convertible.—Below

1950 (November) 62 model 4-door saloon, 15,000 miles.—Below

1951 Cadillac 60 special 4-door saloon.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list; see "American Cars." [C4015

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

METCALFE & MUNDY, Ltd

CHEVROLET 1950 saloon, one owner, 25,000 miles, heater, radio, as new throughout.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

TAYLOR & CRAWLEY offer:—

1948 Chevrolet de luxe estate car, 35,000, one private owner; £995.

CHEVROLET first registered 1946, 2-door 4-5 seater sedan, 46,000 miles only, radio, heater, excellent condition, l.h.d.; £595.

33 Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4056

1951 Chevrolet Styleline 4-dr. de luxe saloon, r.h.d., Powerglide, seat covers, radio and heater; £1,595.

1951 Chevrolet Styleline 4-dr. sln. l.h.d.; £1,195.

1949 Chevrolet Styleline 2-dr. sln., r.h.d.; £1,095.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martins Lane, W.C.2. Temple Bar 3588. [C1027

GUY ALFREDS & Co., Ltd.—1949 (registered 1951) Chevrolet Fleetline saloon, 1952 condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Chevrolet Fleetline, l.h.d., immaculate condition, radio and heater; £575.—Moss (Bros.) Motors, Ltd., 357/359, London Rd., Westcliff-on-Sea. Tel. Southend-on-Sea 3688. [3435

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [81027/R

CHRYSLER

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list; see "American Cars." [C4015

1948 Chrysler Windsor, fitted radio and heater, right-hand drive, leather upholstery; £850.—Wroots Motors, Doncaster. Tel. 49360. [5492

CHRYSLER Kingston Carlton fixed head coupe, mechanically and bodily excellent, tyres fair; offers.—Grace, Brynsiencyn, Anglesey. Tel. 285. [5428

1938 Chrysler Wimbledon saloon, black, leather upholstery, body and mechanically excellent, new tyres, ideal hire car; £150.—Tel. Hove 39750. [5549

1950 Chrysler Windsor saloon, fluid drive, radio and heater, r.h.d.; £1,595.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

495 gns.—Chrysler, 1946 28hp Windsor foursome convertible coupe, leather, r.h.d., column gear change, fluid drive, electrically operated hood, flashing indicators, built-in radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155 [0643/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER, 1938-39, required, (privately owned), details please, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mai. 5555-2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271 [0535/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

H.W. MOTORS, Ltd., offer:—

1949 (model) Citroen Light 15, finished black with beige leather upholstery, fitted many extras, nominal mileage; £555.—H.W. Motors, Walton-on-Thames 2404-5-6. [C2042

CITROEN

HAROLD SIMONS, Ltd., offer:—

1948 Citroen Light 15 in very nice condition; £465, 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

CHARLES FOLLETT, Ltd., offer:—

1949 (Dec.) Citroen Big 6-cyl., green, sun roof, radio and heater, one owner, twin carburettors; a fast, roomy and economical car offered at £595.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers.

NEW models from stock.

SEVERAL post-war Light Fifteen saloons from £395; 6-cyl. models from £675; full details of current stock on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4055

1951 Citroen Six saloon, 9,000 miles; £865.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

WORTHING MOTOR Co., Ltd., for Citroen sales spares service.—Tel. Worthing 71. [4734

1953 Citroen de luxe, 700 miles; £795.—Mansfield Autos, Ltd., Euston 2587. [C3001

1952 (Oct.) Citroen 15hp saloon, black/red leather, 11,700 miles; £725.—J. Fricker, Ltd., Park 5077. [C2016

1952 Citroen 15, fitted Gallay heater and loose covers, in perfect condition; £595.—Imperial 2242. [3502

1948 Citroen Light 15 de luxe saloon, sliding roof, excellent example; £425.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1951 15hp Citroen saloon, 27,000 miles, black and red, taxed; £675.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057

1946 Citroen Light 15, in excellent condition, black with red, fitted radio; £565.—Blue Star Garages, 617, Finchley Rd., Rd., N.W.3. (Ham. 2254.) [5484

1949 Citroen Light 15, black/brown leather upholstery, excellent condition; £475.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Caterham 2232-3. [C1063

1947-8 Citroen Light 15, French built, right-hand drive, grey, unusually good order throughout, 2,000 m.p.g. oil; £435.—Symondson, Charles Cottage, West Horsley, Surrey. [3551

£645!!! Citroen saloon, 1951 Light 15 series, late registration car, one previous owner, colour black with red leather, maintained and serviced by Citroens since new, the whole car in faultless mechanical order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; Mondays to Saturdays; write for catalogue. [C1035

BARTLETT.—Citroen 1948 saloon, special twin carburettors and manifolds, 4 speeds, radio, Fram, sports coil, twin spotlights, etc., red upholstery, paintwork unmarked, new tyres; £475.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1015

495 gns.—Citroen Light 15, 1950 model, sports saloon, sliding head, leather, radio, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Citroen Light 15 de luxe saloon, sunshine roof, fitted radio, heater, 23,000 miles, one very careful and conscientious owner, finished in the original and unblemished black with red leather interior, all of which is in excellent condition; £490.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout, £735; 1949 Citroen Light 15, black with red upholstery, £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061

1949 (June) Citroen 6-cylinder saloon, 2 colour black and maroon with red upholstery; this is undoubtedly the finest 6-cylinder Citroen in existence, equipped as follows absolutely regardless of expense; radio, heater, twin spot lamps, twin tone chrome horns, badge bar, screen washers, 3 sets flashing trafficators, reversing light, Fram, special filler cap, sports coil, automatic upper cylinder lubrication; this wonderful car must be seen to be appreciated; sacrifice at £625; part exchanges; hire purchase.

ACE SERVICE STATION (LONDON), Ltd., the Citroen Specialists, North Circular Rd., N.W.10. Elgar 5585. [C1000

Citroen Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REALLY good second-hand Citroen required.—Cobb, 30, Harley House, N.W.1. [W1086

Citroen Cars Wanted

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4055

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9096

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-246, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., 9 Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0525/R

CORD

£475.—Cord Westchester supercharged saloon, low mileage, coachwork ivory white, magnificent condition; exchanges and terms, distance immaterial.

SWANMORE GARAGE, 1176, Christchurch Rd., Bournemouth East, Bournemouth (Tel. Southbourne 43344). [C4024

CROSSLEY

£175.—Crossley Regis sports 4-seater 10hp, outstanding looking vehicle, extremely economical with tremendous performance; 3 months' guarantee; hire purchase exchanges.

LAMBE, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

DAIMLER

CAR MART, Ltd.

1953 Daimler 2½-litre Consort saloon, heater, 7,000 miles; £1,325.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

AUTOMOBILIA, Ltd., offers:—

1952 Daimler Consort 4-door de luxe saloon, grey, blue leather upholstery, fitted heater, mileage 27,000, one owner, immaculate; £950.—Pippbrook Garage, London Rd., Dorking 4304, 5891. [C1069

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Empress saloon (1952), steel grey with maroon leather, a luxurious, medium-sized car; £2,950.

DAIMLER 2½-litre Conquest saloon (1953), maroon with red leather, low mileage; £1,250.

DAIMLER 2½-litre Consort (1951 model), black with red leather, radio, very well maintained; £995.

DAIMLER 2½-litre Consort (Dec. 1950), black with red leather, H.M.V. radio, carefully used; £950.

DAIMLER 2½-litre saloon (1949), blue with blue leather, in good condition throughout; £775.

DAIMLER 2½-litre saloon (1947), black with green leather, carefully serviced; £695.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

1937 Lt. Str. Eight limousine, blue cloth to rear, good condition; offers.—Box 1975. [5227

1948 2½-litre sun saloon, black, red leather, heater, radio screen cleaner, etc., 54,000 miles; £750.

1947 as above, brown leather, taxed, one owner; £595.—Welhams, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [0962/R

DAIMLER 20 1937 L.Q.3 Mulliner limousine full 7-str., coachwork in virtually new condition; £225.—Kingston 0681. [5415

1939 Daimler 2½-litre saloon, grey; £425.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1946 Daimler 2½-litre saloon, black beige leather, heater, excellent condition throughout; £550.—Sunbury-on-Thames 3446. [3554

1952 Daimler Consort saloon, 16,000 miles, radio, grey, red upholstery; £1,050.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062

£250.—1938 Daimler 15 saloon, very carefully used; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

DAIMLER LQ3 limousine 7-seater, partition, exceptional condition; £550; by appointment.—12, Weymouth Mews, W.1. Langham 1991. [2840

CASS'S MOTOR MART.—1939 Daimler 2½-litre saloon, blue, unblemished, genuine 40,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1934/35 Mulliner drop head foursome 15, new battery and 5 Goodyears, reconditioned starter, gear box, sound, reliable, 25 m.p.g.; £150.—Box 2054. [3508

£285.—1938 Daimler 2-litre 4-door de luxe saloon, in clean condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 (Oct.) Daimler 2½-litre de luxe saloon, black, black leather, heater, radio, well maintained and in excellent condition throughout; £795.—Tel. Cen. 7511, Ext. 28. [3535

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0444

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

195 gns.—Daimler New 15 1937 16.2hp 4-door sports saloon, sliding head, leather, discs, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

J DAVY offers: 1952 Daimler 2½-litre special sports coupe, overdrive, heater, H.M.V. radio, etc., 10,000 miles only, in unmarked condition throughout; £1,745.—180-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3, Ken. 1108. [C1069

CAMDEN MOTORS for Daimlers.—Consort saloon, 1951, dark green, director's personal car, chauffeur driven since new and fitted all extras, radio, heater, screenwash, etc., bills available for regular servicing by appointed Daimler agents; this car has been faultlessly maintained; £895.

CAMDEN MOTORS for Daimlers.—1948 2½-litre saloon, another one owner car in outstanding condition in every respect, and a genuine low mileage specimen; £665.

CAMDEN MOTORS for Daimlers.—7-passenger limousine, 1937, the very scarce and desirable model EL24, beautifully appointed car with wide occasionals, division and superb quality fittings, coachwork finished dark blue; £345.

CAMDEN MOTORS for Daimlers.—EL24 limousine, 1938, privately owned by wealthy country family (same owners since 1940), practically entirely original in condition except for major engine reconditioning by accredited Daimler agents in 1951; these two cars cannot fail to interest any concern requiring matched fleet; £345.

CAMDEN MOTORS for Daimlers.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

1938 Daimler 2-litre de luxe saloon, dark blue with blue leather, this car has had only one previous owner, has been chauffeur driven, the total mileage is 49,000 miles, engine reconditioned this year, the whole car is in almost new condition and is being sold only through ill health; a genuine bargain at £425; smaller car considered in part exchange.—Concrete Products, Ltd., Timsbury, Nr. Bath. Tel. Timsbury 333. [3252

LIMOUSINE (outswept tail) 1937/32hp, seating six behind partition, leather, exceptional condition, black, selection from £595. Alpe & Saunders. (7-seaters purchased) Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

CHARLES POLLETT, Ltd., official Daimler agents.

SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [W2010

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CASH immediately for good Daimler.—Details, please, to H. F. Edwards, 200, Great Portland St., W.1. Tel. Langham 0012. [W2003

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

7-PASSENGER 1937/38/39 privately owned EL24 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6452

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

DELAGE

BROOKLANDS: Individuality, new and used cars.

1951 series Delage D6 saloon, 9,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Delage Spares and Service

SELBORNES, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delahaye Spares and Service

SELBORNES, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd. Dellow distributors for London and South-Eastern counties.—53-55, East Dulwich Rd., London S.E.22. New Cross 5704. [0610/R

Dellow Cars Wanted

1950-1 Dellow required, sound and road used only.—5, Redlands, Tiverton, Devon. [3380

D.K.W.

D.K.W. Cars!!

D.K.W.—1938 Master de luxe saloon repainted very clean and mechanically sound condition.

D.K.W.—1939 Master de luxe cabriolet, very clean condition, reconditioned engine, crankshaft, guaranteed 12 months; cars guaranteed 3 months, has to be run in; £175.

D.K.W. cars!! bought for cash, taken on sale or return, no charges, as part exchange for new Ford, etc.

B & M GARAGES, Ltd., for new crankshaft, guaranteed for 12 months, at £26/10-, sleeved blocks, £11; new super German pistons at £2/6/8 each; clients own spares fitted as desired by skilled and trained D.K.W. men.—B & M Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0916/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

ACRES offer:—

1948 Dodge, l.h.d., radio and heater, spot lights, many extras, two-toned car; £650.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

1948 (imported) 24hp Dodge fixed head coupe, l.h.d., steering column gear shift, streamlined body in black and cream, fluid drive, giving that smooth glide away and effortless gear change (ideal ladies' car); £450; photo available.—McDermott, 8, Poachers Lane, Warrington 780. [3557

Dodge Cars Wanted

7-PASSENGER 1938/39, required, (privately owned), details please, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0562/R

FIAT

DICKS.

1939 Fiat 500 coupe, a very attractive and well-maintained car; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

C. V. RUSHMER, The Fiat Specialist, offers 1939 500 coupe, guaranteed; £275.—39, Holland Park, W.11. Park 5731. [C5061

1948 Fiat 1100, pillarless saloon, fitted loose covers, left-hand drive; £450.—Wrouts Motors, Doncaster. Tel. 49360. [3490

MAYFAIR GARAGES, Ltd. (Fiat sales and service).—See our announcement under new Simca cars column.—Below.

MAYFAIR GARAGES, Ltd., hold the largest stock of used Fiat cars in the country, probably in the world, all plainly price ticketed in their showrooms.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 convertible coupes in primer grey to be finished in customer's own colour scheme; 3 months' guarantee; delivery 2-3 weeks; £325.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe l.h. drive 4-door pillarless saloon, black with cloth upholstery, unusually well-preserved car in outstanding condition throughout; 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, green smart car with outstanding road performance; 3 months' guarantee; £285.—Below.

MAYFAIR GARAGES, Ltd.—October, 1939, 500 de luxe full 4-seater convertible saloon, 2-tone red, leather upholstery, well maintained car with excellent and economical road performance for 4 adults; 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—July, 1938, 1100 508c 4-door pillarless saloon, black and silver, serviceable condition; £145.—Below.

MAYFAIR GARAGES, Ltd.—October, 1937, 500 convertible coupe, silver, smart car for its age, ready for immediate road use; £145.—Below.

MAYFAIR GARAGES, Ltd.—Any model 500 from our stock can be fitted with Arnott supercharger £50 extra.—Below.

MAYFAIR GARAGES, Ltd.—Because of the extensive stock of model 500 cars and spares held, and the extensive facilities we have for their modification, we can offer a tailor made service in coupes and saloons, and can always quote for building any car up to customers' individual requirements.—Below.

MAYFAIR GARAGES, Ltd.—Send for illustrated price list of our complete stock; h.p. ⅓ deposit.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sats. 9-1. [C5009

225 gns.—Fiat 500, 1939 convertible coupe, blue, blue leather, good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Fiat 1100, 1939 4-door pillarless saloon, sliding head, leather, IFS, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4018

£298—Fiat 1500, reg. 1941, 4-dr. pillarless sports sln., particularly nice condition, recent overhauled, many extras, good tyres, tip-top performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1937 500, unused war, one careful owner/driver since, new hood, distributor, wiring, crown wheel, brake shoes, good tyres, battery, Lucas lights, leather dash, black/ivory, red leather, 55mpg; £175.—Cobley, Fre. 9099 after 7. [3512

S. & S. MOTORS.—Quality Fiats. 1939 500 4-seater, excellent condition, £250; 1939 500 2-seater cabriolet, faultless condition, £275; 1939 500, reconditioned and beautifully turned out, as reliable as post-war car £550; 3 months' guarantee.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay 1644. [2975

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 5104. [0695/R

S. & S. MOTORS buy 1939 or post-war Fiats; distance no object.—165a, Westbourne Grove, W.11. Bay 1644. [2974

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £35. Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 5104, open 9-6, Sats. 9-1. [0652/R

S. & S. MOTORS, Fiat 500cc spare stockists, retail and trade; replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

500, 1100, 1500 Fiat, full range of spares, reconditioned bench tested engines, gearboxes, radiators, dynamos, starters, distributors, in exchange, new carburettors, exhaust systems, running boards, hoods, stamp, list; reconditioning and servicing.—Derrington, 159-161, London Rd., Kingston 5621-2. [s1071

FORD (8 h.p.)

W

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Anglia 8hp saloon, colour Bristol fawn, fitted loose covers, low mileate; £365.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042

ACRES offer:—

1946 Ford Anglia saloon, chauffeur driven from new; £235.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Anglia, black/hide, 16,000; £315.

56, Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 5368); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

£285.—1948, new engine, superb.—Value Cars, East Sheen, Prospect 7520. [C4057

1951 (April) Ford Anglia saloon with radio, fog-lamp, taxed year, one careful owner, £350.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3365. [2946

1952 Anglia, used for demonstration runs only, as new; £375.—Lawton-Goodman, 56, North Audley St., W.1. [C2044

1947 Ford Anglia saloon, black with green interior, fitted seat covers, reconditioned engine, 5,000 miles; £290.—Robbins, East Putney. Tel. 4581. [C5010

WALTER SCOTT, Ltd.—1950 Ford Anglia, black, low mileage, unmarked; £345.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

145 gns.—Ford 8, 1938 saloon, black, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4014

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

ROYS offer you a good 1939 Ford 8 saloon, £165, terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

1947 Ford Anglia saloon, one owner, immaculate throughout, very low mileage, £295; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, black/brown leather, 9,000 miles, £389; 1952, beige/red leather, 17,000 miles one owner, £339; 1946, black/brown leather, one owner, £229; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

Ford Eight Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0172/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

WHY accept less for your Ford Anglia saloon, 1946 to 1948, when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.3. Gladstone 2254. [W2008

FORD POPULAR

FORD, new Popular, 700 miles only; £415.

PARK GARAGE (MOLESEY), Ltd., Hampton Court Way, East Molesey, (Car Sales). Molesey 6199. [C5057

FORD (10 h.p.)

W

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Prefect black leather seat covers, radio, heater, spot lamps, mileage under 11,000, immaculate car, with guarantee; £500.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

ACRES offer:—

1947 Ford Prefect black saloon, loose covers, very attractive car; £285.—ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1953 Ford Prefect saloon, 4,000 miles; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

NEWNHAMS, Ltd.

1953 Ford Prefect saloon, grey, excellent condition; £465.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

AUTOMOBILIA, Ltd., offers:—

1947 Ford Prefect, black, de luxe saloon, red leather upholstery, reconditioned engine, recently fitted; £295.—Pippbrook Garage, Dorking 4504, 5891. [C1089

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Prefect, black/hide, 15,000; £515.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 5388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

1950 Ford 10 saloon, black, red leather; £270.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1937 Ford 10 sln., excellent condition; £195.

1947 Ford 10 Prefect, recent recon. engine; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

1939 Ford Prefect saloon, very clean car; £190.—Macaulay 2211. [C1002

W. J. BROWN, Ltd., Established over 30 years, used Ford specialists.

1952 Ford Prefect saloon, beige, red leather, 11,400 miles, one owner; £465.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1949 Ford Prefect export, beige, 18,500 miles; £360, Esher.—Box 2061. [5515

1952 Ford Prefect, one owner, as new; £450; 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

£195.—1940 Ford Prefect tourer, excellent condition, black, red interior, taxed.—Auto Service, Havelock Rd., Hastings 4410. [5362

1953 June Prefect, 6,000 miles, leather, one owner, unmarked, private; £470.—Bryant, 1, Cheyne Place, S.W.3. Flaxman 6085. [5383

375 gns.—Ford Prefect, November, 1949 saloon, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Ford Prefect, 1946 saloon, black, good condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 Prefect saloon, black with brown leather, nominal mileage, one owner since new; £515.—Robbins, East Putney. Tel. 4581. [C5010

1949 New Look Prefect, leather interior, positively immaculate, low mileage; £355.—Kirkdale Cars, Coombs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1951 Ford Prefect saloon, black with brown leather, exceptional condition; £410.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

ARTHUR E. GOULD, Ltd., 290-292 Regent St., W.1, and 8-14 Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £400.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

FORD Prefect, 1947, black, brown leather, in good condition; £265 for quick sale; owner got new car.—Richards, 12, Cyprus Mount, Bradford Rd., Wakefield. Tel. 2587. [5379

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only as new; £445.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

NAYLOR & ROOT.—1951 Ford Prefect saloon, beige leather upholstery, excellent condition throughout; £415; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1950 Ford Prefect saloon, black, fawn leather, heater, low mileage, new tyres, car in new condition; £385.—Apply, Castle Garage, High Rd., Woodford Green. Buc. 1955. [2832

1951 Ford Prefect saloon, immaculate condition, £375; also 1947 Ford Prefect saloon, £250, guaranteed; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

PRIDE & CLARK'S, Ltd.—1951 Ford Prefect saloon, beige/beige leather, low mileage, one owner, £399; 1949, black/beige, loose covers, one owner, £329; 1947, black/green or black/red leather, choice two from £289; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3454. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD 14.9

£45.—1934 Ford 14.9 4-door saloon, good running order.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

FORD CONSUL

W

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Consul, choice of two, both immaculate and low mileage, one at £630; and one at £650.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

SM offer:—

1953!!! (April) Ford Consul, black, red leather, heater, radio, price £785.—Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 72753. [5326

NEWNHAMS, Ltd.

1953 Ford Consul saloon, black, low mileage; £635.

1953 Ford Consul saloon, black, loose covers, excellent condition; £650.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1952 Ford Consul saloon, fitted radio and heater, 14,000 miles, indistinguishable from new; £29 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchanges on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:—

1952 (May) Ford Consul saloon, fawn, red leather, heater, one owner, moderate mileage, faultless condition; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Consul, fawn/hide, radio, heater, 7,000; £675.

1952 Ford Consul, green/hide, radio, heater, 16,000; £595.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 5388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

W. J. BROWN, Ltd., Established over 30 years, used Ford specialists.

1953 Ford Consul, in green with beige leather, 7,400 miles, one owner, immaculate; £660.

1952 Ford Consul saloon, fawn, beige upholstery, with fitted heater, f.h.d., £495.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1953 (October) 1,000 miles Ford Consul, red leather, grey, heater, latest motor show model; £695.—Box 2063. [5517

NOVEMBER, 1952, Ford Consul, Bristol fawn, red leather, radio, heater, 9,000 miles, as new condition; £600.—Haskins, Ladbroke 1155. [C5027

1952 Ford Consul, black, leather, heater; £595.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5524

1952 Ford Consul saloon, genuine mileage 6,500, radio and heater, one owner; 595gns.—Mobility Car Sales, Ltd., 472-480, Lordship Lane, N.22. Bowes Park 1665. [2997

1953 (June) Ford Consul, genuine 3,000 miles, finished blue, leather upholstery, taxed and insured, condition as new; £675.—Walton Service Garage, Dorset Mews, Wilton St., S.W.1. Sloane 7239. [5257

675 gns.—Ford Consul, October, 1953, saloon, Winchester blue, leather, heater, one careful owner, genuine 850 miles only, absolutely unmarked, brand new condition; taxed; terms, exchanges.—Rowland Smith, below.

525 gns.—Ford Consul, September, 1951, saloon, green, leather, radio, heater, one owner; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Consul Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Consul or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD ZEPHYR

1954 model Ford Zephyr, Dorchester grey with red leather, heater, 1,000 miles only, absolutely as new; £775.

WHITBYS of Acton, Ltd., 275, Acton Vale, London, W.3. She. 5555. [5551

FORD ZEPHYR

W

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Zephyr saloon, under 5,000 miles, green, leather, seat covers, twin spot lamps, wing mirrors, heater, radio, Ace Rimbellishers, reversing light, Underseal, balanced wheels, with guarantee; £775.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

NEWNHAMS, Ltd.

1952 Ford Zephyr saloon, black, leather, heater, one owner, small mileage; £650.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

R. C. WIMBUSH, Ltd., offer:—

1953 (Nov.) Ford Zephyr, grey with red hide, works mileage.

312 Earls Court Rd., S.W.5. Fremantle 8401. [C4056

AUTOMOBILIA, Ltd., offers:—

1952 Ford Zephyr 4-door de luxe saloon, black, red leather, radio, heater, 15,000 miles, excellent condition; £695.—Pippbrook Garage, London Rd., Dorking 4504, 5891. [C1089

CHARLES FOLLETT, Ltd., offer:—

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 5 months' guarantee; value at £645.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES, offer:

1952 Ford Zephyr, black, red leather, 8,000 miles only, spare unused, heater, faultless condition; £685.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, colour blue with blue leather, radio and heater; £725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1953 Ford Zephyr, green, radio, heater, 13,000 miles, full warranty; £625.—Haskins, Ladbroke 1155. [C5027

1953 Zephyr, 8,000 miles, one owner, immaculate condition, heater, spot light; £700.—Tel. Gladstone 4526. [5382

FORD Zephyr 1953, 6,700 miles, excellent condition, heater, wireless, etc., pale blue with leather upholstery; £725.—Box 1896. [5108

NAYLOR & ROOT.—1951 Ford Zephyr, olive green, fitted radio and heater; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1951 one-owner Zephyr, 17,000 miles only, duo-colour cream and brown, fitted radio, heater, unquestionable bargain; £575!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 (May) Ford Zephyr, Dorchester grey, red leather, heater and every worthwhile extra, 12,000 miles, and in specimen condition throughout; £695.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

565 gns.—Ford Zephyr 1951 saloon, duo green, leather, radio, heater, one owner, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Ford Zephyr saloon, finished green, fitted with heater, radio and windscreen washers, total mileage 10,550 by one owner, the whole car in excellent condition throughout; £695.—E.M.A., Ltd., Ramshill Garage, Ramshill, Petersfield, Hants. Tel. Petersfield 186. [5232

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0067. [5917

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD MERCURY

CASS'S MOTOR MART.—1947 Ford Mercury special sports 2-seater, r.h.d.; £250.—5, Warren St., W.1. Euston 3525. [C1040

FORD (V.8)

METCALFE & MUNDY, Ltd.

1939 Ford V.8 foursome drop head coupe; £185.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

AUTOMOBILIA, Ltd., offers:—

1951 (April) Ford Pilot de luxe saloon, black, brown hide, one owner, exceptional condition, heater; £475.—Pippbrook Garage, London Rd., Dorking 4504, 5891. [C1089

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 (October) Ford Pilot saloon, in excellent condition throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8684-5. [C2054

W. J. BROWN, Ltd., Established over 30 years, used Ford specialists.

1950 Ford Pilot saloon, blue with blue leather, heater, one owner; £415.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

£350.—Pilot saloon, green, 1949, taxed.—Leighton Buzzard 2172. [C1087

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1949 Ford Pilot saloon, silver grey, low mileage, excellent condition throughout; £395. [C1001

1949 Ford V.8 Pilot, saloon, fitted radio and heater; £475.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

1951 Ford Pilot de luxe, radio, heater, excellent condition, low mileage, bargain; £425; terms.—Chertsey 2189. [5449

1951 Ford Pilot, black, leather, £425; terms, exchanges.—6, Rodmarton Mews, Dorset St., W.1. Welbeck 9811. [C2066

1949 Pilot, black, really excellent condition, one owner, low mileage; £345 or very near offer.—Norman Roundhill, Ashtead 34. [5460

OCTOBER, 1948, Ford Pilot saloon, leather upholstery, excellent condition; £375.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

SEPTEMBER, 1950, Ford Pilot, radio and heater, black with brown leather; £410.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

£295—1939 Ford 91A 4-door de luxe saloon, leather, new tyres, taxed year; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

175 gns.—Ford V.8, 1939 22hp saloon, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Ford Pilot, one careful owner since new, fitted many extras including Marchal headlamps, radio, heater and windscreen washers, chauffeur-cared for, immaculate; £400.—Mackaness, Billing, Northampton. Tel. Cogenhoe 293. [3297

Ford V.8 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Fordson 7-seater estate car, 18,000; £435.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 5368); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

£395—Fordson 10-cwt estate car, 1950, 7-seater, excellent condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1948 Ford 10 Countryman; £375, or £125 deposit, part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings 5536. [C2048

AMERICAN FORD

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

RSROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

CASH immediately for good Ford.—Details, please, to H. F. Edwards, 200, Great Portland St., W.1. Tel. Langham 0012. [W2003

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4455 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1130. [S3062/R

FRAZER NASH

FRAZER NASH CARS offer for sale their specially built cabriolet model exhibited at the 1950 Motor Show and since faultlessly maintained; £1,850.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C2015

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

CHILTERN CARS offer the following competitively priced Frazer Nash-B.M.W. cars:

328—1939 Grand Prix 2-seater, green, fawn upholstery, superb order throughout; £545.

319—1936 2-litre Reutter 2-seater drop head coupe, black, grey upholstery; £225.

CHILTERN CARS—Terms, Exchanges—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

FRAZER NASH-B.M.W. type 55 2-seater, recent overhaul, new hood, sidescreens; £550, o.n.o.—Tel. Kensington 4621. [5284

265 gns.—Frazer Nash-B.M.W. 1939 2-litre Type 320 Continental sports saloon, L.H.D., good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Frazer Nash-B.M.W. type 315, 1½-litre 4-seater sports, good weather equipment and tonneau cover, goes like a bomb, taxed; £245.—Norman Ellis, 2, Victoria St., Staple Hill, Bristol. Tel. 52235 before 8 p.m. [5499

Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for good Frazer Nash-B.M.W.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

IMPERIAL GARAGES offer:—

HEALEY 4-seater drop head by Abbott, first registration July, 1951, mileage 20,000, grey body, black wings, red interior, fitted 6-valve Radiomobile, heater, screenwashers, Bray vate; heater, silk mohair hood fitted this year, latest type heavy duty shock absorbers, decarbonised August, 1953. Lifeguard tubes, new tyres July, 1953. 27 m.p.g., cost £2,450; bargain at £875.

IMPERIAL GARAGES, North Shore, Blackpool. 21594. [5544

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Healey roadster; £575.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1947 (Nov.) Healey Elliott saloon, finished black/grey, with leather upholstery, radio, heater, link mats, wheel spats just overhauled at a cost of £400, superb condition; £675.

1948 Healey Elliott saloon, finished blue with blue leather upholstery, radio, in excellent order throughout; £750.

1952 (Oct.) Healey Tickford saloon, maroon, beige leather, radio, heater, one owner, works maintained, many extras, immaculate condition throughout; £975.

1950 Healey Silverstone, black, high compression engine tonneau cover, low mileage, just overhauled by manufacturers; £650. [C1001

HEALEY, 1948, Elliott saloon, metallic blue, excellent condition; £650 or near.—Box 1720. [2641

BROOKLANDS—Sole Concessionaires, Healey; new 4-seater saloon, coupe and convertible 3-seater from stock.

1952 Healey Abbott drophead coupe.

1951 Healey Tickford saloon, one owner.

1951 Healey Abbott d.h. coupe, small mileage.

1950 Healey "Silverstone" sports 2-seater.

BUY or Sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

£450—Healey 16 1949 4-dr. sln., excellent mechanical condition, high head room, coachbuilt body; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

1951 (June) Healey Tickford saloon, grey, red leather upholstery, 16,000 miles, excellent condition.—Tel. Wanstead 3128. [5436

1951 Healey special bodied saloon, numerous extras, it is surprising value for £675.—Anthony Creek Motors, Ltd., Caterham Hill, Surrey. Caterham 2252-5. [C1065

1948 (Sept.) Healey Duncan sports utility 4-seater 16hp, most attractive car, cost about £2,000; bargain at £495.—Holgate, 4, Parkside, Ferry Rd., Teddington, Kingston 7156. [5487

ROSE & YOUNG, Ltd., offer 1953 Austin-Healey 100, nearly new, unmarked, offers.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

JACK ROSE Ltd.—Austin-Healey 100, few weeks old, guaranteed under 200 miles, in pale blue with overdrive and extras; offers or exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

1953 (July) Healey Alvis 3-litre 3-seater sports convertible, maroon, radio, heater, mileage 4,000, guaranteed, hood by Mulliner, as new; £1,375.—"The Spring," Ladythorn Crescent, Bramhall, Ches. Bramhall 2160. [2755

1953 Healey Tickford saloon, F type, registered late August, immaculate maroon, tan upholstery, 4,000 miles only; bargain at £1,400; a reduction of over £300 for 3 months' careful motoring.—City Motors, Gloucester St., Oxford. Oxford 2251-2. [5259

Healey Cars Wanted

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 4941. [W5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

ACRES offer:—

1952 Hillman Minx convertible, maroon, red leather, heater, one owner; £645.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1948 Hillman Minx Phase II saloon, very carefully driven and maintained by one owner, negligible mileage, mechanically sound, 579gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

METROPOLITAN MOTORS.

HUMBER, Hillman, Sunbeam-Talbot, Commer.

NOVEMBER, 1952 Minx, in black, 4,000 miles; £600.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [2692

AUTOMOBILIA, Ltd., offers:—

1949 Phase III Hillman Minx 4-door de luxe sunshine saloon, green with leather upholstery, heater, 23,000 miles, very carefully maintained; £475.—Pipphrook Garage, London Rd., Dorking 4504, 3891. [C1089

CHARLES RICKARDS, Ltd., offer:—

1950 Hillman Minx saloon, finished black with red leather, 33,000 miles, new engine fitted at approximately 25,000 miles; £450.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

WANSTEAD MOTORS, Ltd., offer:—

1952 Hillman Minx convertible, black, immaculate condition; £575.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx saloon, black, 7,000 miles; £660.

1953 Hillman Minx coupe, heater, Golden Sand, 9,000 miles; £695.

1952 Hillman Minx coupe, black, 5,000 miles; £645.

1952 Hillman Minx coupe, heater, Nimbus grey, 15,000 miles; £625.

1952 Hillman Minx saloon, heater, black, 21,000 miles; £575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 Hillman Minx saloon, green; £550.

MACRAE & DICK, Ltd., Inverness 1000. [5504

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Hillman Minx saloon, all extras including heater, radio, loose covers, overriders, etc., £675.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8864-5. [C2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,

100% Rootes Group Dealers, offer:—

1952 series Hillman Minx coupe, excellent condition; £585; exchanges and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1003/1

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

IF you are interested in the purchase of a used Hillman Minx, we offer only specimen cars at moderate prices; our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities; we hold comprehensive stocks of all models, 1946-52, from £500 to £650; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7805. [C1008

W. J. BROWN, Ltd., established over 50 years.

1937 Hillman Minx sun saloon, black, brown leather, a clean tidy car; £175.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Hillman Minx saloon in blue, taxed; £295.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5048

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Hillman Phase V drop head coupe, 9,000; £645.

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5368; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

HILLMAN Minx 1953 saloon, black, red leather, 545 miles; £695.—J. Fricker, Ltd. Park 5077. [C2016

1936 Hillman 10 saloon, excellent, guaranteed, £85; payments.—Vauxhan 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1946 Hillman Minx saloon; £525.—Hillingdon Motors, 525, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [C2062

1952 Hillman Minx foursome coupe, condition as new; £575.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0621-2. [C3040

1953, one only, Phase VI Minx saloon, blue, heater, definitely works mileage only, flat price.—Norman Roundhill, Ashtead 34. [5453

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

£625 !!! 1953 Series Hillman Minx convertible, only one owner, genuine 12,000 miles but literally looks and runs like brand new.—Below.

£345 !!!1947 Hillman Minx drope head coupe, recently overhauled, costing £80.—Below.

£333 !!! 1947 Hillman Minx saloon, choice two, both excellent.—Below.

£255 !!! 1959 Hillman Minx drop head coupe, immaculate and spotless condition.—Below.

£235 !!! 1959 Hillman Minx saloon, completely sound, in excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 (Aug.) Hillman 10 saloon, reconditioned engine; 3 months' guarantee; £315.—A.Z. Motors, Palmerston Rd., N.W.6. Mal 4725. [C1011.

1946 Hillman Minx, one owner, taxed, immaculate condition; £295.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C1062

£155 —1937 Hillman Minx saloon, reconditioned engine, black; terms, exchanges.—Gulliver 2662. Haverstock Garage, Haverstock Hill, N.W.3. [5540

1951 Hillman Minx saloon, black with brown leather, very well maintained; £495.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1953 Anniversary Hillman Minx saloon, colour green, 7,000 miles, spare unused; £625.—Woking Motors (Maybury Hill), Ltd. Woking 1926. [C4057

1952 Hillman Minx, one owner, immaculate condition; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1947 Hillman 10 drop head coupe, recent recondition. engine; £335.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

£375 —1948 Hillman Minx drop head coupe, engine reconditioned.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£425 —1949 Phase III Minx, beige, red leather, extras, in excellent condition throughout.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4625. [C2067

565 gns.—Hillman Minx, 1952 series, Phase V saloon, heater, one owner, small mileage, unworn spare, exceptional condition; terms; exchanges.—Rowland Smith, below.

345 gns.—Hillman Minx 1947 foursome drop head coupe, grey, blue leather, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

£145 —1957 Hillman Minx de luxe, excellent condition throughout; also 1959, £189.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt 1107-8-9. [C2024

1950 Minx saloon, blue, blue leather, one owner, 31,000, genuine mileage 1 pt. oil 600 miles, delivery anywhere; £460; terms, exchanges.—Clark, Britannia Garage, Bridlington. Tel. 4056-2861. [4426

1942 Hillman, not ex-W.D., 4-door saloon, black, brown leather, excellent condition throughout; choice of three from £150, guaranteed.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

ROYS offer 1939 Minx de luxe saloon, excellent condition and value at £195; terms and exchanges.—Roys Automobiles, Ltd., 127 Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1950 /51 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1952 Hillman Minx Mark V coupe, finished in green and fitted with Roots air-conditioning unit, one fastidious owner, genuine mileage 12,900, as new; £565.—Central Motors (Sheffield), Ltd., Tel. 22625. [5475

1947 Hillman Minx drop head coupe, in superb condition, finished black with brown leather, 30,000 miles only, good tyres and excellent mechanically; £335.—Gordon White & Co., Ltd., Gerrards Cross 2077. [5399

1946 (October) Hillman Minx saloon, grey, low mileage, kept as second car and almost as new, owner going abroad; offers over £500.—Welbeck 6655 (day); Ravensbourne 6440 (evening); or write Box 2075. [5559

TANKARD & SMITH, Ltd., offer: 1955 Hillman Minx saloon, suede green with beige leather, one owner, loose covers, very low mileage, immaculate condition throughout; £595; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1947 series Hillman Minx saloon, black with brown upholstery, speedo. 35,000, Master radio, Windtone horns, spot lamps and seven other extras, beautiful condition; £350.—Kingston House Garage, 70-1, Ennismore Gardens, S.W.7. Kensington 6726. [3501

1952 series Hillman Minx export de luxe coupe, 4/5-seater, fitted radio, heater, mirrors, etc., finished in beige with special leather roof and chrome winding windows, interior in red leather, very attractive and virtually new; £675; ex terms.—Patness, Ltd., 156, Bath St., Rugby. Tel. 4114. [3290

PRIDE & CLARKE, Ltd.—1951 Hillman Minx drop head, blue red leather, 28,000 miles, one owner, £499; 1950 saloon, blue blue leather, radio, heater, £469; 1949, black beige leather, loose covers, one owner £399; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

HILLMAN 16

ROYS offer: Hillman 16 de luxe saloon 1957, original, reconditioned engine; £175; terms and exchanges. Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Hillman Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434 [0871/R

RSROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0108/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

CASH immediately for good Hillman.—Details, please, to H. P. Edwards, 19, Seabrook Rd., Hythe Kent. Tel. Hythe 67311. [W2059

FULL value paid for Hillman or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WHY accept less for your Hillman Minx saloon (1946 to 1948) or your Hillman estate car (1949 to 1950) when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.3. Gladstone 2234. [W2008

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

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MODERN equipment handled by a skilled staff ensures good service.

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LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183 [0676/R

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Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

METCALFE & MUNDY, Ltd.

A MOST attractive Hotchkiss 4-door saloon, actual 1950 show car, immaculate black coachwork, red hide upholstery Cotal gearbox, 31,000 miles, fantastic performance; £795.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

KNIGHTSBRIDGE MOTORS, Ltd.

1939 model 3½-litre Hotchkiss Grand Sport Biarritz drop head foursome, in beautiful condition, two owners only from new; £485.—3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1950 Hotchkiss 3½-litre Paris Nice saloon, finished black with grey leather upholstery, Cotal electric gear box, superb condition; £875. [C1001

1939 Hotchkiss 10hp drop head coupe, a perfect specimen of this rare model, very fast but 30-35 m.p.g.; £325.—Peter Bantock Car Sales, 104, High Rd., Chiswick 2725/5870. [C1014

£200 !! 1937 Paris-Nice Hotchkiss drophead foursome coupe, French blue with grey leather upholstery, fitted loose covers, taxed; an excellent example of these fine cars at give-away price.—BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, W.11. Bayswater 5951. After 6, Tulse Hill 4755. [C2009

£275 —1939 Hotchkiss 10hp 2-door sports saloon, in magnificent condition, black and silver, extremely attractive; £100 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for maker's spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0570

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

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H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

SLOCOMBES, Ltd.

1939 Hudson 16.9hp, column change, big car comfort with reasonable running costs, a fine car; £245.

WILLESDEN 4869; Gladstone 9548. [C4017

GATEHOUSE offer:—

1937 Hudson 21.9 saloon, radio, black, very nice car; £175.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

HAROLD SIMONS, Ltd., offer:—

1937 21hp 4-door saloon, completely unblemished throughout, magnificent mechanical condition, looks as new as a 1955 car and runs like one; outstanding value at £275; 3 months' written guarantee; free service after-sale; exchanges, deferred.—Harold Simons, 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

1938 Hudson 16.9, perfect condition, new lining and leather; £250.—Apply 117, Church St., Edmonton, N.9. [3429

1939 Hudson 22hp saloon, very good mechanical condition; £225.—David Kennedy, 215, Selhurst Rd., S.E.25. Liv. 1033. [3412

1938-39 Hudson 16.9hp drop head foursome, in excellent condition; £215.—Peter Bantock Car Sales, 104, High Rd., Chiswick 2725/5870. [C1014

GUY ALFREDS & Co., Ltd.—1946 Hudson 8 saloon, right-hand steering, elegant; 1959 Hudson 22 drop head foursome.—6-7, Warren St., W.1. Euston 3268. [C1005

£175 —1937 Hudson 22hp 4-door de luxe saloon, in above average condition; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Hudson 16.9hp fixed head coupe, as new inside and out, £400 spent in the past 8 weeks, resprayed and chromed, works replacement engine and back axle, new tyres, shock absorbers, springs; £565; column gear lever; any inspection; wanted, super shooting brake.—Box 1905. [3109

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stock of spares, repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

ACRES offer:—

1946 Humber Snipe, black with brown leather upholstery, one owner; £525.

1948 Humber Super Snipe, black with brown leather upholstery; £595.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

COACHCRAFT offer:—

£325 —Humber 18 saloon, December, 1946, carefully used and in superior condition; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

ELITE MOTORS offer:—

1948 (Oct.) Humber Hawk saloon, green fawn, H.M.V. press-button radio, excellently maintained; £425.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

METROPOLITAN MOTORS.

HUMBER, Hillman, Sunbeam-Talbot, Commer.

1951 Humber Hawk, leather, radio, loose covers, small mileage; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [2357

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Humber Super Snipe saloon, showroom condition; £695.

1951 Humber Hawk saloon, full de luxe, showroom condition throughout; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,890; £895.

836 —842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Super Snipe saloon, radio and heater, gun grey, 9,000 miles; £1,195.

1952 Humber Super Snipe saloon, black, 11,000 miles; £875.

1951 Humber Super Snipe saloon, heater, gun grey, 19,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 100% Rootes Group dealers.

IF you are interested in the purchase of a used Humber, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £650 to £1,350; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7605. [C1008

PHOENIX MOTOR COMPANY (SURREY), LIMITED, offer:—

1951 (February) Humber Super Snipe, black, brown leather upholstery, fitted heater, moderate mileage, one owner since new, the whole car in showroom condition, taxed, an outstanding bargain, £625; cars purchased.

PHOENIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C5044

HUMBER Super Snipe limousine, 2,600 miles only; £1,250.—Tarby, Gro. 4141. [5238

1949 Humber Super Snipe, metallic grey; £565.—Odeon Motors, Ltd. Barnet 1144. [C5028

1950 Humber Super Snipe Tickford convertible, silver sand, red leather, radio, heater, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1951 16hp Hawk, bronze, heater, one careful owner; £595.—Campbell Symonds, Wembley 6262. [C1057

GUY ALFREDS & Co., Ltd.—1950 series Humber Super Snipe, superb order.—6-7, Warren St., W.1. Euston 5268. [C1005

1953 (Oct.) Humber Hawk saloon, works mileage, virtually new, immediate delivery under list price; also

1953 Humber Hawk saloon, 7,000 miles, one owner, radio, Ace rimbellishers, immaculate; £875.

RIPCO, Ltd. (Humbers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C5052

1952 Humber Super Snipe, one owner, £695; another, 1950, £495.—Peter Bantock Car Sales, 104, High Rd., Chiswick 2725/5870. [C1014

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [5291

1950 Humber Super Snipe saloon, black with brown leather upholstery, fitted with radio, heater and wheel discs, an excellent car; £650.

MACRAE & DICK, Ltd., Inverness 1000. [5309

1951 Humber Hawk saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1

1949 Humber Hawk, black, one owner, splendid order; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

HUMBER Super Snipe exceptionally good condition throughout, rebuilt engine, ideal hire car; £185.—Beardmore, 26, Queensway, W.2. Bayswater 0156. [C1015

1950 Humber Super Snipe saloon, black with brown leather, chauffeur maintained; £550.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Humber Super Snipe saloon, bronze with brown leather upholstery, fitted radio and heater, one owner, immaculate condition throughout, £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [C5004

NAYLOR & ROOT.—1950 Humber Super Snipe saloon, black/brown hide, fitted heater; £545; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1953 series Mk. V Humber Hawk, one owner, 13,000 miles, as new; £795; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053

£685.—1952 (July) Humber Hawk, 15,000 miles, black, red leather interior, as new condition.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

CAMDEN MOTORS for Humbers.—Drop head four-some coupe, Super Snipe 1950, one of the very few models available, originally costing nearly £2,000, superb condition throughout, fitted heater, screenwash, etc.; £895.

CAMDEN MOTORS for Humbers.—27hp Pullman limousine, 1951 model, fitted many expensive extras, press-button radio, twin heaters, tailored seat covers in rear compartment, privately owned and fastidiously maintained; £1,095.

CAMDEN MOTORS for Humbers.—27hp Pullman limousine, 1950 model (December 1949), Director's car, serviced and maintained since new by County Rootes distributors, leather upholstery front and rear to special order of late owner, heater and radio; £985.

CAMDEN MOTORS for Humbers.—27hp Pullman limousine, 1948 (July delivery), two private owners, recent extensive overhaul to engine and gearbox, new Goodyear tyres; £735.

CAMDEN MOTORS for Humbers.—27hp Pullman limousine, 1947, just resprayed in black, interior upholstery unblemished, history known, exceptional order; £665.

CAMDEN MOTORS for Humbers.—27hp Pullman limousine, August 1946, one owner since 1948, this car has been used entirely for funerals and weddings and has never been employed on private hire; £595.

CAMDEN MOTORS for Humbers.—27hp Pullman limousine, Oct. 1945, special leather upholstery throughout, built-in heater, reconditioned engine fitted, exceptionally well maintained; £545.

CAMDEN MOTORS for Humbers.—Pullman limousine 1946 model (November), this vehicle has sustained considerable damage to the near-side rear portion, the engine and rear box and other components together with the major proportion of the body and chassis can be utilized however and should prove of interest to hire concern running fleet of Pullmans requiring spares for same; £295, o.n.o.

CAMDEN MOTORS for Humbers, Leighton Buzzard, Beds. Tel. 2041, open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

HUMBER

1950 Super Snipe, in metallic grey with leather upholstery, heater, one owner, low mileage, taxed; £550.—Kingston House Garage, 70, Ennismore Gdns., S.W.7. Kensington 6726. [5137

£385.—1946 Humber Hawk, black/brown leather, in exceptional condition; also a 1948, one owner, at £470; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1952 (July) Humber Super Snipe, heater, spot lamps, etc., 5,500 miles only, positively as new; attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition; £795.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [C5011

1952 (Sept.) Humber Super Snipe Mark III saloon, finished black, red leather, heater, 6,400 miles only; this car is exactly as new in every detail; £895; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4519. [C5016

1938 Humber 17 de luxe, a fine car in good order; £180 or £60 deposit, balance over 18 months; exchanges, insurance, h.p., 50 cars always in stock at prices ranging from £50 to £500.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [5488

795 gns.—Humber Super Snipe, late 1952 touring saloon, gunmetal, grey leather, heater, Ace Rimbellishers, one owner, 10,000 miles, spare unused, nearly new, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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1935 Humber Pullman 23.8hp 7-seater with partition, reconditioned engine, new carburettor, £60 overhaul in 1952, excellent condition; £120, or part exchange for small van or car; 1934 16.9 Humber tourer, very good all round, £45 or near.—L. Freed, 241-243, North Wold Rd., Clapton, E.5. Amherst 1650. [5546

A & S LIMOUSINE Specialists—offer unique range selected low mileage carriages—certified mechanically.

1934 24hp Limousine, 51,000 genuine mileage, black, leather throughout, amazing condition, £365.

LIMOUSINE (late 1947) mitred edge Pullman, partition, forward occasionals, black, meticulously maintained, reasonable mileage, private, £755.

LIMOUSINES, extensive range 1950/51/52, partition, forward occasionals, leather also cloth upholstery, radio, heater, genuine low mileages, specimen carriages, certified mechanically, selection-£925. (Lists posted). Alpe & Saunders, (7-seaters purchased), Providence Court, North Audley Street, Mayfair-2941. [C1006

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ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

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WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 5333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 5252.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

Humber Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson Ltd., Well Lane, Halifax. Tel. 4251. [0550/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0096/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [0553/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

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THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0598/R

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INVICTA 1½-litre sports, rebuilt 1951, E.N.V., g/box and b/axle, highly recommended; £225; appointment.—518, Alcester Rd. Sth., B'ham, 14. Hig. 1462. [3278

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HENLYS Ltd., England's Leading Motor Agents. [0027/R

DICKS.

1947 Jaguar 1½-litre saloon, special equipment model, fitted discs; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

ACRES offer:—

1951 Jaguar XK120, red, unraced, 16,000 miles only, as new; £995; choice of another in ivory, £895.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

ACRES offer:—

1948 Jaguar 2½-litre saloon, black with brown leather, many extras, 55,000 miles only, one owner; £560.

1951 Jaguar XK120, cream, loose covers, in immaculate condition; £695.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SLOCOMBES, Ltd.

1947 Jaguar 3½-litre saloon, in black with heater, immaculate car; £495.

NORTH Circular Road Showroom, Gladstone 9458. [C4017

SCOTT CARS offer:—

1952 Mark VII Jaguar, blue, with blue leather, heater, 12,000 miles, immaculate, £1,225.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

COACHCRAFT offer:—

£305.—1947 3½ Jaguar special equipment saloon, very good mechanical order, original throughout and free from corrosion, property of local doctor; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

AUTOMOBILIA Ltd., offer:—

1952 (Nov.) Jaguar Mark VII 4-door de luxe sunshine saloon, finished in most attractive shade of royal blue, red leather upholstery; fitted with following extras: radio, heater, fog lamps, stoneguards, windscreen washers, wing mirrors, etc., one owner, genuine 15,000 miles; £1,595.—Pippbrook Garage, London Rd., Dorking 4504, 5091. [C1089

B. J. HUNTER, Ltd., offer:—

1951 Jaguar XK120, over £200 modifications, very attractive at £925.

1950 Jaguar 3½-litre Mark V saloon, fast and attractive car; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

HEARTS & Co., Ltd., offer:—

1947 3½-litre Jaguar saloon finished in grey with red upholstery, fitted H.M.V. Radiomobile, this is the property of one owner and was supplied by us when new, it has been very carefully maintained and we can thoroughly recommend it in every way; reasonable offers invited.—102, London Rd., Kingston-on-Thames. Tel. 5548. [C1081

HAROLD SIMONS, Ltd., offer:—

1948 series Jaguar 3½ saloon, heater, radio, special equipment, loose covers, black excellent appearance; £485.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

BRADSTOCK MOTORS offer:—

£245—1939 Jaguar 2½-litre saloon, black, radio, new engine 2,000 miles, new tyres, immaculate.

£925—1951 Jaguar XK120 sports, not raced, all modifications, exceptional; three months' guarantee, terms, exchanges.—Chase Rd., Epsom. Tel. 635. [5149

ROBE & YOUNG, Ltd., offer:—

1952 XK120, 12,000 miles, fitted radio, exceptional car, ivory; £1,045.

1951 model XK120, low mileage, exceptional condition, ivory; £865.

1950 Mark V saloon, low mileage, one owner, metallic silver; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

GLANFIELD LAWRENCE offer:—

1951 3½-litre, 2,000 miles, black/brown, radio, heater; £845.—407, High Rd., N.12. Finchley 0091. [C2055

SAUL & SLATTER, Ltd., offer:—

1950 Mk. V Jaguar, H.M.V. radio, recorded mileage 26,000, finished lavender grey; £695.—44-46, Alderman's Hill, N.13. Tel. Palmers Green 3651-2-3. [C4002

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mark VII saloon, grey, radio, seat covers, 7,000 miles.

1949 Jaguar 3½-litre saloon, grey, excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C5051

GUY SALMON AUTOMOBILES, offer:—

1952 Jaguar Mark VII saloon, black, brown leather, 15,000 miles, one owner, H.M.V. radio, immaculate condition; £1,225.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PARADE MOTORS (MITCHAM), Ltd., offer:—

JAGUAR 100 2-seater, black; this car is a fine specimen; £525.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C5036

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, black with beige leather, total mileage 27,000, in exceptionally good condition throughout; £925.

1950 Jaguar XK120, black with beige leather, mileage 21,000, in excellent condition; £895.

1950 Jaguar Mark V, black with red leather upholstery, fitted with radio, heater, etc., one owner; £900.

1947 Jaguar 3½-litre saloon, black with brown leather upholstery; £400.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 XK120, finished grey, red leather, low mileage, never raced, many extras, one owner, as new; £995.

1950 Jaguar Mark V 2½-litre saloon, black, radio, beige leather, superb condition; £775.

1939 Jaguar 2½-litre saloon, black, radio, heater, good condition; £250. [C1001

JAGUAR 1937 1½-litre 12hp sports saloon, excellent condition; £195.—Macaulay 1265. [5447

1951 XK120, bronze, radio, racing mod's, unraced, perfect; £975.—Ashford, Middx., 3215. [5356

1947 Jaguar 3½-litre saloon, superb condition; £475.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 5548. [0081/R

JUNE 1951 XK Jaguar, beautiful condition, small mileage.—Payn, Lympne Castle, Hythe, Kent, or telephone Dover 309. [5357

JAGUAR 2½-litre 1948, 45,000 miles, first-class condition; £390 or near offer.—Edmonton 7411; after 6 p.m., Barnet 4722. [5352

1947-8 Jaguar 3½-litre saloon, radio, immaculate, guaranteed; £365.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

JAGUAR Mark VII 1952, black, 13,100 miles, one owner, as new; £1,275.—Wood & Lambert, 49, Stamford Hill, N.16. Tel. Sta. 5434. [3237

1953 Jaguar Mk. VII saloon, dark green, 1,600 miles only; £1,495.—City Motors, George St., Oxford. Oxford 2231. [5258

1951 XK120, £300 modifications; £975.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

85 MLS. only, Mark VII, black/red; first offer around list accepted.—23 Broadway, Ripley, Derbys. Tel. 39. [3276

1947 Jaguar 1½-litre saloon, black with brown leather upholstery; engine just reconditioned; an excellent car; £600.

MACRAE & DICK, Ltd., Inverness 1000. [5305

JAGUAR

CASS'S MOTOR MART.—1948 Jaguar 1½ S.E. saloon, black, unblemished; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 (March) Jaguar Mark V 3½-litre saloon, black/brown leather, low mileage, heater, immaculate condition, mechanically perfect; £685.

H. & SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040

395 gns.—Jaguar, 1947 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith.—Below.

165 gns.—Jaguar, 1950 3½-litre saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Jaguar fixed head coupe, special equipment model, with every conceivable extra, paste/green/suede green, not raced, as new.—Box 2077. [3561

1951 XK120, all modifications, in excellent condition throughout; £950.—Louis & Co., 56, Lancaster Mews, London, W.2. Paddington 9196. [2069

XK120 roadster, specimen, 1951, £995; XK120 roadster, l.h.d., many extras, 1951, £895.—Performance Cars. See also under "Sports Cars." [C3041

1951 Jaguar Mk V d.h.c., 13,000 miles, black with brown hide, radio, heater, wing mirrors, loose covers, immaculate; £985.—Mrs. Hamilton, Wokingham 273. [5298

1951 (August) Jaguar Mark VII, grey, moderate mileage, fully guaranteed; £1075.—Silverthorne Motors, Ltd., 46, Pitsroy St., W.1. Euston 7811. [C4011

DEFINITELY the most attractive XK120 Jaguar on the market.—Apply for full details to G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

JAGUAR XK, 1951, perfect condition, no racing, new tyres, Lifeguard inner tubes perfect, 10,000 miles; £950.—Lord, 1, Harley St., London, W.1. Tel. Lan. 7755. [5329

1949 (June) Mark V, recorded mileage 23,000, black, brown leather, H.M.V. radio, heater; £675.—7 George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008

1948 Jaguar 3½-litre saloon, low mileage, in really excellent condition; £595.—Taylor & Crawley, 53, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4056

1½-litre Jaguar saloon (Nov., 1946), birch grey with red leather, very carefully used, an outstanding car; £485.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1953 (June) Mark VII Jaguar, grey/red, many extras, 4,000 miles.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [3197

1937 Jaguar 2½-litre saloon, black, engine resleeved, new battery, good car, well shod; £150; owner wanting Ford Popular.—Write 91, Barley Lane, Hastings. [5431

1939 3½-litre Jaguar saloon in absolutely specimen condition, beautifully finished in metallic green with polished wheel discs, immaculate interior; £325.—Tel. Finchley 1503. [5461

1949 Jaguar 3½ drophead, green, excellent condition; £425. 1951 Jaguar 3½ drophead, green, many extras; £895.—Quality Motors, Worcester St., Wolverhampton. Tel. 20189. [5389

1½-litre grey saloon, 1940, rebuilt 1949, engine reconditioned and brakes relined this summer, invoices available, discs, heater, good tyres; £400.—Farmer, Chemist, Spilsby, Lincolnshire. [3414

DEC. 1951 Jaguar Mk. VII saloon, spotless, metallic grey, maroon upholstery, owned by managing director only; £1,195, or in part-exchange.—W. Mumford, Ltd., Abbey Garage, Tel. Plymouth 3481. [3398

1947 Jaguar 1½-litre saloon, gunmetal with brown leather, heater, wheel discs, under 23,000 miles, in excellent condition; price £495.—D. Rowe & Co., Ltd., The Hornet, Chichester. Tel. 2471. [5404

£765!!!—1950 (May) Jaguar Mark V 2½ de luxe saloon, only two owners have nursed this vehicle, speedometer reads 17,000 but vehicle literally looks as though it had only done 8,000.—Below.

£725!!!—1950 Jaguar 3½ Mark V saloon, impeccably maintained, small mileage, choice 2.—Below.

£555!!!—Dear, but worth it! 1948 Jaguar 3½ saloon de luxe; this vehicle must be seen, it literally looks and runs like brand new, is unquestionably the finest example we have had; choice 2 others from £465; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., N.12. Finchley 6221 (East Finchley Underground). [C2052

1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, radio, new engine; £425.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1952 Jaguar Mark VII de luxe saloon, mileage 8,600, exceptionally good condition, loose covers, taxed to December; £1,350.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 5000. [C2004

XK120 1951 (regd. December, 1950), one fastidious owner, genuine mileage 23,000, never raced, modified or misused in any way; £875; exchanges, terms.—Epps Bros., Larches Garage, Farnborough, Kent. 2244. [5473

1952 (Model) Jaguar Mark VII saloon, first registered Dec., 1951; one owner, black with red trim, radio, heater, 16,000 miles; immaculate throughout; £1,195.—Turnbull's, Ltd., "The Car People," Princess Sq., Plymouth. Tel. 4314. [5301

MAYFAIR GARAGES, Ltd.—1938/9 model 3½-litre 3-position d/h foursome coupe, black, beige leather, new hood, P.100 headlamps, very smart car with extremely good and fast road performance; 3 months' guarantee; £245.—Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. [C5009

JAGUAR

1947 Jaguar 3½-litre, just been entirely recellulosed in black, mechanically perfect; £410; guaranteed.—Kirkdale Cars, Cobb's Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

CAMDEN MOTORS for Jaguars.—1½-litre special equipment sports saloon, 1947, equipped with built-in heater, passlights and other extras, very good mechanical order; coachwork now undergoing complete respray in our workshops; unrepeatable value at £425.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1939, bronze with red leather, a nice tidy car in sound mechanical order throughout, excellent tyres, Ace discs, etc., £295.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1937, finished in maroon with beige leather and fitted special Ace Avion discs, excellent performance; £195.

CAMDEN MOTORS for Jaguars.—2½-litre competition model 100 2-seater, silver-grey with red leather, we are aware of this car's history as it was originally supplied by us to its previous owner some years ago; it is in very good order throughout and is only available due to the necessity for a saloon for family reasons; £345.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1948, fitted heater, etc., extremely good all round condition, moderate total mileage; £495.

CAMDEN MOTORS for Jaguars.—3½-litre drop head foursome coupe, 1949 series, scarce right-hand drive model, very handsome car, magnificent order throughout and equipped with built-in heater, discs and radio; £495.

CAMDEN MOTORS for Jaguars.—3½-litre drop head foursome coupe in black, with immaculate beige leather upholstery, genuine mileage 22,000 authenticated by previous owner, coachwork unblemished and mechanical condition entirely in keeping with the appearance and very low mileage run, a one owner car since new; £425.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1946-7, two owners since new, both weekend motorists, original cellulose in Jaguar green, a nice car all round; £395.

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952 (delivered February), very immaculate specimen, silver-grey, red leather, H.M.V. press-button radio, wing mirrors, heater, etc. condition virtually indistinguishable from brand new.

CAMDEN MOTORS. The Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Mondays to Saturdays. Write for catalogue. [C1055

JAGUAR XK120, the new special equipment drop head coupe in stock for immediate delivery, French grey with red upholstery, see and try this amazing car; exchanges and hire purchase arranged.—Ashmores, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [3331

1952 (March) Jaguar Mark VII saloon, grey, with all 1954 modifications, guaranteed 16,000 mls., looks 6,000 mls., one owner, as new; £1,285; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3406

XK120 registered December, 1950, grey, blue upholstery, car maintained in first-rate condition, one owner, never raced or entered in trials, dual exhausts, good tyres, new batteries; £925.—G. D. Brown, The Henblas, Stansty, Wrexham, North Wales. [3006

1936 Jaguar sports saloon, excellent engine, very good all round; £145, or £60 deposit, balance over 12 months; exchanges, insurance, h.p.; 50 cars always in stock at prices ranging from £50 to £500.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [3489

JAGUAR 3½-litre special export model Mark V saloon, radio, heater, demister, defroster, air cond., extra special eng. cleaners, dual petrol locks, puncture proof tubes, rim bellishers, dual pass lights and horns, link mats, sun roof, tyres as new, 2nd set; whole car in virgin condition; £975, part ex. terms.—Patness, Ltd., 156, Bath St., Rugby. Tel. 4114. [5289

Jaguar Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 5434. [0873/R

ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers urgently require modern Jaguar cars.—Tel. Palmers Green 3651-2-3. [W4002/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W5041

XK120 wanted in good condition for cash.—Valentine 4674 after 6 p.m. [W2018

FULL value paid for Jaguar or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

LONDON CARS urgently require 1946-49 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

RICHARDS & CARR buy XK120, Mark V and Mark VII.—35 Kinnerton St., London, S.W.1. Sloane 5424. [W3045

CASH immediately for good Jaguar.—Details, please, to H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0434/R

IMMEDIATELY give us particulars of the Jaguar you wish to sell; our classified index contains names of many purchasers for all models, Jaguars only.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [C1042

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station,

GREAT West Rd., Brentford. (Ealing 5477).

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs [0565/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13, Palmers Green 3631-2-3. [S4002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0529/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0820/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C5066

95 gns.—Jeep (Willys) registered 1947, enclosed body, spare wheel, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange p.an engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919. [0055/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4758. [S5066

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor and "541" for early delivery.

1952 Jensen Interceptor d.h. foursome coupe.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1939 3½-litre Jensen 4-door de luxe saloon, really excellent condition; £585.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1953 Interceptor saloon, colour cream, brown leather, lavishly equipped, many extras, overdrive, low mileage, one owner.—Alexander Engineering, Haddenham 345, Bucks. [2401

JOWETT

DICKS.

1953 Jowett Jupiter coupe, shop soiled, works delivery mileage only; £850.

1952 Jowett Javelin saloon, low mileage, positively as new; £675.

1952 Jowett Jupiter coupe, very attractive car; £675.

1950 Jowett Javelin saloon de luxe, most superior condition; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

CAR MART, Ltd.

1952 Jowett Javelin de luxe, heater, 15,000 miles; £625.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

BRADSTOCK MOTORS, offer:—

£785.—1953 Jowett Jupiter Mark IA convertible, latest type with external boot, 6,000 miles only, one owner.—Below.

£625.—1952 Jowett Javelin de luxe saloon, 14,000 miles only, spare unused, one owner, three months' guarantee, terms, exchanges.—Chase Rd., Epsom. Tel. 633. [2785

JOWETT

WM

WELBECK MOTORS, Ltd., for new and used Jowett cars.

IF you want a new Jowett saloon or de luxe saloon, speak now or for ever hold your peace, for stocks are almost exhausted.

OUR stock of used Jowetts has now reached its most comprehensive state; at the moment we have a complete range from good, sound 1949 examples at around £400 to as brand new cars which have only been used two or three times at about £800.

THIS week's special example:—

1952 Javelin de luxe, in black with brown leather, 12,000 miles, general condition exactly as new, a new Series III engine has just been fitted with most Jupiter features, 8-1 pistons, Jupiter manifold, competition clutch, oil radiator, Ace Rimbellishers, "Flamethrower," over mats, loose covers, Motorola radio, screensprays, and many other extras; this is the most fantastic Jowett that even Welbeck Motors have ever found and is offered at £715; this car was prepared for International Rally use, but owing to change of plans was never so used; although prepared for maximum performance, the car is as gentle and smooth as a normal new Javelin, and there has been no sacrifice of interior luxury.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

CLARKE'S OF PIRBRIGHT.

THE Jowett centre of the south, offer:—

NEW de luxe Javelin, in grey and red leather.

1953 Javelin saloon, 400 miles; £795.

NEW Javelin available from stock.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

GORDON WHITE & Co., Ltd.,

THE Jowett distributors.

1952 Javelin saloon, colour black with beige leather, loose covers, heater, 18,000 miles, one owner; £625.

1950 (Oct.) Javelin de luxe saloon, finished black/brown leather, excellent all-round condition, heater, 52,000 miles from new, mechanically first class; £555. [5253

HW. MOTORS, Ltd., offer:—

1949 Jowett Javelin saloon, finished sand with beige leather upholstery, fitted heater, this car is in exceptional condition; special offer, £465.—H.W. Motors, Walton-on-Thames 2404-5-6. [C2042

H. A. SAUNDERS, Ltd., offer:—

1952 Jowett Javelin de luxe saloon, metallic grey with red upholstery, recorded mileage 22,800; £665.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

COLLIVER-FISHER, Ltd., offer:—

AN outstanding specimen, 1952 Javelin de luxe, maroon, beige leather, in spotless condition; £660.—Northwood, Middx. Tel. 777 (4 lines). [5445

1953 (June) Jowett Javelin de luxe, beige, red leather; £795.—Longworth 85. [2867

1953 Jowett Javelin saloon, delivery mileage only, new condition throughout; £825.—Below.

1950 Jowett Javelin de luxe saloon, grey/red leather, radio, one owner, exceptional condition throughout, any inspection invited, 3 months' guarantee; £525.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-2; 208, Gt. Portland St., W.1. Eus. 4632-3. Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0465/R

1951 Jowett Javelin Saloon, black with brown upholstery; fitted with radio and heater; a faultless car; £650.

1951 Jowett Javelin saloon, grey with red upholstery; £495.

MACRAE & DICK, Ltd., Inverness 1000. [5306

BRADFORD utility, November, 1948, low mileage, good condition; £250.—Baldwin, 691, Dunstable Rd., Luton. Tel. 2184. [5452

JAVELIN, 1,000 miles, specially hand-built; seen Saturdays; R.A.C., A.A. inspection welcomed; must sell; also 1952 Renault 750.—Keystone 4865. [5531

1936 Jowett 7hp 4-door saloon, exceptional condition, spacious, lively, economical, worth £165; accept £140 o.n.o.; must sell.—Arnold 7995. [5576

JAVELINE, the best selection in the London area, 1949 to 1953, all in excellent condition and serviced by us.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [3151

1951 Jowett Javelin de luxe, one owner, H.M.V. radio, black/brown leather; £535.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Caterham 2232-3. [C1065

JOWETT 1949 Javelin saloon, black/beige leather, immaculate; £450; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4055

JACK ROSE, Ltd., offer 1952 Jowett Javelin in black, one careful owner, almost unmarked inside and out; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

£465.—1950 Javelin, 22,000 miles, green, heater, new tyres, taxed, beautiful car.—Elm Autosales, 63, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

NAYLOR & ROOT.—1952 Jowett Javelin de luxe, bronze red leather, excellent value, £595, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Bat. 2252. [C5022

JOWETT

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

£450.—1948-9 (Nov.) Jowett Javelin, black, maroon hide, exceptionally clean, reconditioned engine now being fitted, £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

PRIDE & CLARKE, Ltd.—1952 Jowett Jupiter convertible coupe, bronze red leather, 18,000 miles, heater, radio, £549; 3 months' guarantee; terms, exchanges; lists.—237, Brixton Hill, S.W.2. Tul. 5664/5. [C5060

TANKARD & SMITH, Ltd., offer 1953 Jowett Javelin saloon, olive green with beige leather, one owner, low mileage, showroom condition, £750; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London distributors. [6134

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

DICKS the Jowett agents.

FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [W1072

PRIVATE buyer wants 1949/52 private, one owner Javelin.—Tel. Perivale 8139. [5453

WANTED, Javelin, grey with red upholstery, 1952.—Hampstead 2254. [5485

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service, new Javelin in stock.—Horley, Surrey. Tel. Horley 17. [0961/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM main agents; large stock of spares.—Frank Mosely (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kin. 2241-2. [3455/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0759/R

KAISER-FRAZER

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

LAGONDA

METCALFE & MUNDY, Ltd.

1950 Lagonda 2.6 saloon, 58,000 miles, black with green leather, immaculate condition throughout, complete Lagonda works history, H.M.V. radio, £1,250.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

HW. MOTORS, Ltd., offer:—

1952 Lagonda 2½-litre saloon, finished gunmetal grey with red leather upholstery, genuine mileage 12,000, this car has had one fastidious owner since new, the condition of the coachwork is outstanding and is as new, the car is still fitted with the original tyres, which are less than half worn, whilst the spare has never been used, this in turn is proof of its careful usage, the car has been serviced exclusively by the manufacturers who can give confirmation of the above facts, together with complete service history; £1,825.—Walton-on-Thames 2404-5-6. [C2042

GUY SALMON AUTOMOBILES offer:—

1950 Lagonda 2.6-litre drop head coupe, one owner, just completely overhauled and passed out by makers, new hood, faultless condition, £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS. Lagonda distributors.—Latest 1954 models on show and for demonstrations.

1952 Lagonda 2.6-litre saloon, 15,000 miles.

1951 Lagonda 2.6-litre d.h. coupe, 20,000 miles.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C5041/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1935 4½-litre 4-seater drop head coupe, splendid mechanical and coachwork condition.

1937 4½-litre LG45 sports saloon. 4,000 miles since complete engine and chassis overhaul and coachwork recellulose.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 275, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080

1940 L.G.6 drop head coupe, immaculate condition.—Dutton, The Hollies, Sandiway, Cheshire. Tel. Sandiway 5292. [5240

LAGONDA late 1935 3½-litre, beautifully maintained sportsman's saloon, all new tyres; £195.—27, Charfield Ave., Putney Hill. [5547

1953 (October) 2½-litre standard coupe, just purchased brand new; mileage 700, guaranteed perfect, special fittings; £2,000.—Duffield 3281 or Box 2078. [5562

£299!!!—Magnificent 1935 4½ Lagonda 4-door sports saloon, we can confidently state that if you see this vehicle it's as clean a specimen as you have ever seen; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

295 gns.—Lagonda Rapier, 1935 model, 10hp, twin ohc foursome drop head coupe, grey and black, leather, preselector, very carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Lagonda Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

Lagonda Spares and Service

DAVIES MOTORS, Ltd (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturdays mornings. [S1080

LANCHESTER

R. F. FUGGLE, Ltd.

1947 10hp, one owner since new, coachwork and chassis indistinguishable from new; £525.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 168. [C2017

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), fawn with green leather, as new; £1,095.

LANCHESTER 11hp saloon (1938), black with brown leather, well maintained; £250.

STRATSTONE, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

325 gns.—Lanchester 10, September 1945 (post-war series) de luxe saloon, grey, sliding head, blue leather, i.f.s., very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Lanchester 14, 1938. Roadrider de luxe saloon, black, sliding head, leather, i.f.s.; terms, exchanges.—Rowland Smith, below.

265 gns.—Lanchester 14, 1939 Roadrider de luxe saloon, green, sliding head, leather, i.f.s., excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 (Nov.) Lanchester 10 saloon, one owner only, spotless condition, heater, R.A.C. invited any trial; £495, exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [5410

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Lanchester.—Details please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.5. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddermister Rd., Croydon 5775. [0689

LANCIA

R. F. FUGGLE, Ltd.

1938 Lancia Aprilia, a very well maintained motor car in good condition throughout; £435.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

MAIDSTONE ENGINEERING Co.

WE always have a stock of Lancia Aprilias; from £390.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 5457. [C3000

JOHN S. TRUSCOTT, Ltd., for Lancia.

WE only offer the best examples, several of which are now available.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4035

LANCIA

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Lancia Augusta, black with grey leather upholstery; £125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

APRILIA saloon, recellulosed, rechromed, complete mechanical overhaul; £585.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

LANCIA Dilambda saloon, Weymouth body, black, exceptional condition throughout; £125.—12, Weymouth Mews, W.1. Langham 1991. [2841

LANCIA Aprilia, November, 1937, one owner, faultless condition. Telecontrols, Hardy Spicer joints, fitted suitcases, original performance. Lancia maintained; £400.—Box 2074. [5558

1952 Aurelia B21 2-litre saloon, actual 1951 show model, first registered 1952, maroon, fitted wireless, heater, etc., carefully maintained over approximately 24,000 miles of superb motoring by enthusiastic owner now taking delivery of Gran Turismo, cost over £5,500.—Offers to Burnett, 76, Albion St., Leeds, 1. Tel. 21227. [5125

Lancia Cars Wanted

PRIVATE, wanted, 1938-9 Lancia Aprilia; max. cash available £400; must stand inspection.—Box 2065. [5520

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good used Lancia Aprilia or later model.—Edwards, Amenoury Lane, Harpenden, Herts. Harpenden 118. [W2000

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LA SALLE

1939 La Salle saloon, blue with beige upholstery, fitted radio, very modern looking car and in exceptional condition throughout; £250.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1951 Lea-Francis 14hp saloon, most superior condition; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following:—

1951 Lea-Francis 18hp streamlined sal., metallic blue, radio, heater, screenwash, etc., maintained by our service station since new, guaranteed 3 months; £975.

1949 Lea-Francis 14hp streamlined saloon, metallic red, moderate mileage, fitted heater and demister; value at £575.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Lea-Francis 1¾-litre 2/4-seater sports, 29,000 miles, good condition; offers.—Ogilvie, Guthrie, Angus. [5556

£495!!! 1948 Lea-Francis saloon de luxe, 14hp, magnificent vehicle costing nearly £1,800 new, at give away price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

LEA-FRANCIS 2-seater sports racer, dirt-track engine, gear box, 1,500 miles, first reg. 20/8/53, whole as new, many spares, any trial or exam.; bargain, £725.—Details B.x 2057. [5511

LEA-FRANCIS 14hp 4-light saloon, black with brown leather, new and unlicensed, delivery mileage only; offered at £975.—Lowther's Garages, Ltd., 14, Park St., Shirley, Southampton. Tel. 71929. [5387

LEA-FRANCIS, 1949, 14hp sports 2/4-seater, cream, one previous owner, new engine (13,000), tyres, battery, king pins, hood, clutch, brakes relined; 26mpg, 90mph; seen Birmingham or London; £595.—Box 1992 or ring Acorn 6149. [5270

£525.—1947 Lea-Francis de luxe saloon colour grey, maroon upholstery, fitted both heater and radio this car has just had completed a full engine overhaul, including re-sleeving, re-ground crankshaft, etc.; it is throughout in excellent mechanical condition and has had one careful owner since new; a real opportunity for an enthusiast who appreciates a quality car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors. East Glamorgan.—Spares and service. [0865/R

LINCOLN

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full lis. see "American Cars." [C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

1937 model Lincoln 7-passenger double enclosed limousine, face-forward occasionals, by Hooper, immaculate throughout, cost £2,250; offered at the special price of £250; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

MERCEDES

MERCEDES 540K 1938 100mph, 8 cabriolet, chas. No. 154072, £600.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0021/R

1939 Mercedes type 170V (l.h.d.), saloon; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain) Ltd., offer:—

1939 Type 230 4-door saloon, continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. [C3005

MERCEDES-BENZ 230 saloon, faultless condition mechanically and bodywork, will pass any examination; £450 or exchanges.—Clinton Garages, 35, The Broadway, Cheam. Vigilant 6900. [5474

1941 (first regd.) Mercedes-Benz cabriolet, similar 500K, with 3.8-litre engine supercharged, l.h. drive, black and grey with red leather, a really beautiful specimen; £455.—Pantiles Service Garage, London Rd., Guildford 5526. [C5035

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service: Victoria 5144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

CHOICE of three T.D.s: 1953, red, £665; 1953, green, £645; 1952, cream, £545; 1949 1½-litre sports saloon, £525.

CHOICE of four T.C.s: 1949, blue, £445; 1948, red, £375; 1947 red, £355; 1946, black, £345.

CHOICE of two T.A.s: 1939, green, £295; 1938, red, £275; ex-Davis blown Magnette, £465.

CHOICE of three P.A.s: 1935, red, £175; 1934, blue, £165; 1933, red, £125; ex-Harewood blown P.B., £275.

CHOICE of two J.2s: 1933, red, £145; 1933, cream and red, £125; 1932 12hp tourer, £95; 1931 M Type, £75.

CHOICE of two 2-litre saloons: 1938, £245; 1937, £225; 1937 d.h. foursome, £245; 1939 2.6-litre saloon, £275.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; seen under "Sports Cars."

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041

DICKS

1947 M.G. T.C. sports 2-seater, superlative condition throughout; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1953 M.G. T.D., 5,000 miles; £615.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 T.C. green, many extras; £399.

M.G. 1946 T.C. black, many extras; £345.

M.G. 1932 Magna 4-seater, fitted Lockheed brakes; £75.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C5036

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0082/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

BROOKLANDS.—Individuality, new and used cars.

1953 M.G. T.D. 2-seater, mileage 5,000.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

JACK ROSE, Ltd., authorised agents and dealers, offer:—

1951 M.G. 1¼ saloon, two shades of green, almost unmarked inside and out. £650.

1949 M.G. T.C. 2-seater in cream and green hide; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5096

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0390/R

1937 M.G. T.C.; £345.—Hillingdon Motors, 525, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [C2062

£45 deposit or £135.—1936-7 M.G. 2-litre saloon, guaranteed.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

1947 M.G. T.C., black, excellent condition; £450.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Caterham 2252-3. [C1065

1953 supercharged Midget, TD2, stage 4A, Nordec, scarcely used, mileage under 500, excellent condition; £775.—Box 1972. [3226

1953 M.G. T.D. sports, 4,800 miles, heater, like new; £595.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557. [C3006

1953 (July) T.D. M.G. 2-seater, colour red, one owner, genuine mileage 7,200; price £600.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. (Hounslow 0011). [C2015

545 gns.—M.G., 1949, 1¼-litre saloon, duo-tone green, sliding head, fawn leather, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

545 gns.—M.G. Midget, late 1951, T.D. 2-seater, red, red leather, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, 1947, T.C. 2-seater, good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. 1939, 2.6-litre sports saloon, sliding head, leather, radio, Windtones, discs excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 model M.G. 1¼ saloon, green with green leather, fitted H.M.V. radio, one owner, as new; £630; terms, exchanges.—Gibsons Sports Cars (Kelhurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2744

6000 miles since recondition, bills shown for £270, 1½ M.G. saloon, almost indistinguishable from new, registered September, 1947, probably finest example existing, 3 months' written guarantee.—Speedsters, Ltd., Horley (Surrey) 628 until 9 p.m. [C4020

£120 spent in July on complete engine overhaul, 1947 M.G. T.C., new tonneau and many extras including 8 wheels complete with nearly new tyres, everything under bonnet chromed, specimen car in excellent all round condition; £475 o.n.o.—Museum 5344-5, 9.30-5.30. [5217

£595!!!—1950 M.G. 1¼-litre saloon, June delivery "and in the hands of one most fastidious owner since new, maroon cellulose entirely unmarked; this specimen well deserves the description "immaculate" and its mechanical condition is entirely in keeping, excellent tyres, spare unused.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2011. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696/R

WANTED, private, '49 M.G. sports.—Diplock, 27, Colwyn Ave., Perivale, Greenford, Middx. [5511

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

C.N.K. MOTORS require open M.G.s, particularly P.A., T.A., T.D. and T.C. models.—553, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

CASH immediately for good M.G.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [S3054

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S5041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

ROCKERS 6/- each, exchange; camshafts rebuilt leak-proof valve drive, most spares.—Thompson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8493, 1-2 and after 7. [S4067

M.G. Spares most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0455/R

M.G. Spares and Service

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

MORGAN

1938 Morgan 4/4 2-seater, black, all on, mechanically good; £250 o.n.o.—L. Davis, 99, Church St., Gt. Bedwyn, Wilts. [3372

325 gns.—Morgan 4/4, November 1947 sports 2-seater, green, two spares, Windtones, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

225 gns.—Morgan 4/4, late 1939 drop head coupé, two spares, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

SPECIAL offer of a limited number of Morgan Plus 4 2-seaters, Mark I, with maker's guarantee; £740/12/6, including Purchase Tax.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7755. [2976

ROSE & YOUNG, Ltd., offer 1952 Morgan Plus-4 2-seater, speedo, 9,000, one owner, immaculate condition; £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7755. [0514/R

MORGANS.—All available spares in stock.—F. H. Clougiass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

CAR MART, Ltd.

1952 Morris Minor 2-door saloon; £455.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1950 Morris Minor tourer, maroon, one owner, £595.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1952 Morris Minor saloon, original black cellulose, beige leather upholstery, various extras fitted, mileage under 12,000, one careful owner only; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

METROPOLITAN MOTORS (HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1950 Morris Minor saloon, taxed year, excellent condition throughout; £490.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [2555

WARWICK WRIGHT Ltd., offer:—

1953 Morris Minor (ohv) convertible, black, 5,000 miles; £545.

1953 Morris Minor (ohv) 4-door saloon, black, 3,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 Morris Minor ohv 4-door saloon, low mileage, one owner; £550.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, 17,000 miles, taxed, as new; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8004-5. [C2034

W. J. BROWN, Ltd., established over 30 years.

1950 Morris Minor saloon in green with beige upholstery, excellent condition throughout; £450.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1953 Morris Minor ohv 4-door, grey, as new; £565.—Box 1971. [3225

1953 ohv Minor, 4,000 miles, as new, one owner; £575.—Box 1890. [3102

1951 Morris Minor 2-door saloon, green, 15,000 miles, one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1950 Minor saloon, very good condition, must sell; £420.—Strood, Kent. 7362. [5420

1950 Morris Minor saloon, one owner; £455, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1950 tourer, excellent, new carpet, tyres, battery, heater; £370.—Witter, Deebanks, Chester. [3559

MORRIS MINOR

1952 Morris Minor 2-door saloon, black/red interior, in new condition throughout; £485.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1950 Morris Minor saloon, green, low mileage; £435.—56, High St., Walton-on-the-Hill, Tadworth 2241. [5478

1951 Morris Minor tourer, grey, one owner; £415.—Ward, Mereside Farm, Ashby Rd., Daventry. Tel. Daventry 168. [3575

1934 Minor tourer, taxed, good tyres, brakes, nearest offer £60.—R. H. Waller, Colet Court, W.6. Riv. 3461 after 7 p.m. [3458

£35—1931 Morris Minor saloon, excellent runner, taxed.—Gulliver, 2662, Haverstock Garage, Haverstock Hill, N.W.3. [3545

1951 Morris Minor saloon, black, in very good condition; £435.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1951 (Nov.) Minor saloon, green with fawn interior, excellent condition throughout; £465.—Robbins, East Putney. Tel. 4581. [C5010

1950 Morris Minor convertible, carefully used, in superb condition; £400.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C5004

1950 Morris Minor convertible, maroon, superb condition; £375.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

465 gns.—Morris Minor, 1951 tourer, one owner, 8,500 miles, spare unworn, nearly new, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris Minor, September 1949 tourer, new hood, good tyres, excellent condition; choice of 4 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 (September) Morris Minor 4-door saloon, guaranteed 5,000 miles, literally new; £595.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

4-door saloon 1951 Morris Minor, grey, brown leather, exceptional condition; £495.—Vandervelde, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1953 Morris Minor saloon, one owner, immaculate condition; £525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1066

1952 Morris Minor 4-door saloon, 5,000 miles; £595.—Halls (Pinchley) Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [3523

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, 21,600 miles; £395, choice of 2.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

JACK ROSE, Ltd., offer 1951, one owner, Morris Minor, Jarvis special convertible, in light blue, almost unmarked inside and out; £425.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

1951 Morris Minor saloon, blue, 21,000, one owner, carefully driven and maintained, exceptional condition throughout, taxed; £450.—10, Orchard Ave., Whetstone, N.20. Hillside 2014, after 7 o.c. [3550

£495—1952 (December) Minor 2-door saloon, 10,000 miles, heater, Windtones, screen-washers, green, green leather.—Elm Automates, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4025. [C2067

£395—Morris Minor (Sept.) 1949 tourer, black, fawn upholstery, 22,000, excellent condition, smart appearance, radio.—Young, "Bourne Cottage," Lyne Lane, Thorpe, Egham, Surrey. Chertsey 2682. [5585

TANKARD & SMITH, Ltd., offer 1950 Morris Minor 2-door saloon, black with beige upholstery, nominal mileage, carefully maintained throughout; £395, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4901-2-3. [C4026

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloon, green/green, 9,000 miles, one owner, £529; 1952, blue/beige or green/beige, heater, loose covers, choice 2, £479; 1951 4-door, black, beige, 11,000 miles, £499; 1951 tourer, green/beige, low mileage, £599; 1950 tourer, black/beige, £569; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MORRIS EIGHT

AUTOMOBILIA, Ltd., offers:—

1947 (June) Morris 8 4-door de luxe saloon, black, brown hide, one owner, low mileage, exceptional condition, £545.—Pippbrook Garage, London Rd., Dorking 4504, 5891. [C1089

METROPOLITAN MOTORS (HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1947 Morris series E, £275.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [2554

£365!!!—1948 Morris 8 de luxe saloon, small mileage and spotless condition.—Below.

£175!!!—1938 Morris 8 saloon de luxe, excellent throughout, choice also 4-door saloon.—Below.

£155!!!—1937 Morris 8 tourer, also choice 2-seater both excellent, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley 6221. (East Finchley Underground.) [C2052

1947 Morris 8 4-door saloon, black with brown hide, sliding roof, exceptionally fine condition, £510.

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine, £295.—Robbins, East Putney. Tel. 4581. [C5019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

AUTOMOBILIA, Ltd., offers:—

1948 Morris 8 de luxe sunshine saloon, black with brown hide, good condition, £325.—Pippbrook Garage, Dorking 4504, 5891. [C1069

S.G.A. MOTORS who deal exclusively in Morris 8's offer:—

1947 series E 4-door de luxe saloon, sunshine roof, excellent condition throughout; £325.

1939 series E 2-door de luxe saloon, just fitted maker's reconditioned engine; £275.

1938 2-door de luxe saloon, choice of 2, both excellent condition; £195.

1938 4-seater tourer, choice of 2; £175.

1937 2-door de luxe saloon, sun roof, perfect condition throughout; £165.

AND other saloons and tourers always in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for three months. Hire purchase and exchanges.

REPAIRS of all descriptions also undertaken.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 5208. [C4065

1946 (Nov.) Morris 8 2-door saloon, black, new engine, one careful owner; £295.—GEE CARS Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 5563. [2948

1946 Morris 8 Series E 4-door saloon; £325.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1937 model Morris 8 4-door saloon, new headlining and carpets this year, exceptional condition; £185.—Below.

1938 (September) Morris 8 saloon, engine rebuilt, new kingpins, Luvax dampers, Ferodo linings, 4 new remoulds, unusually good; £195.—L.G. Motors, 177, Archway Rd., Highgate, N.6. Mountview 8467. [3454

£255—1939 Morris 8 saloon, one owner, black; terms, exchanges.—Gulliver 2662. Haverstock Garage, Haverstock Hill, N.W.3. [5541

365gns.—Morris 8 1948 4-door saloon, green and black, leather, one owner, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

145gns.—Morris 8, 1938 de luxe saloon, black, sliding head, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Morris 8 saloon, excellent condition, guaranteed; £285; exchanges and terms.—Palmers, 5, Russell Gdns. Mews, Kensington, W.14. Park 9704. [C3054

1946 Morris 8 de luxe saloon, immaculate throughout; £285; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1948 Morris 8 Series E 4-door de luxe saloon, one careful owner, 30,000 miles, immaculate; £580.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

DICKS

1947 Morris 10 saloon, carefully used; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

ACRES offer:—

1946 Morris 10, black, brown leather, one owner; £295.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

HAROLD SIMONS, Ltd., offer:—

1948 Morris 10 saloon, black, brown leather, a well cared for car; £595, 3 months' written guarantee; service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

MORRIS 1938 10 de luxe saloon, good condition; £185.—Macaulay 1265. [3446

1947 Morris 10; £285; exceptional condition.—Value Cars East Sheen. Prospect 7520. [C4037

£325—1947 Morris 10 saloon, exceptionally nice condition; terms.—Norman Autos, 354, London Rd., West Croydon. Tho. 4657. [3463

MORRIS 10 de luxe saloon, 1947, one owner, first-class condition throughout; £360.—Blue Star Garage, 364, Kensington High St., W.14. [3575

1948 Morris 10, splendid condition throughout, guaranteed; £350.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1948 Morris 10 saloon, green and black, one owner, tax d., almost as new; £585.—Seymour & Clements, Ltd., 39, Watford Way, Hendon Central, N.W.4. Hendon 2146 [C4007

195gns.—Morris 10, 1939 saloon, blue, sliding head, blue leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£395!!!—1948 Morris 10 saloon, one of the last of this excellent series to be produced, a most outstanding specimen, unblemished coachwork, expertly maintained and regularly serviced by local Nuffield agents.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

1947 (October) Morris 10 de luxe saloon, one owner, finished dark green, loose covers, taxed December, very smart; £355; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [C3018

Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS TWELVE

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Morris 12 Club coupe, black with brown leather; £185.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

MORRIS FOURTEEN

£85—1937 Morris 14 saloon, really sound car.—Autosnips, 5, Balham High Rd., Balham 1505. [C1009

1938 Morris 14, reconditioned engine, two owners; £175.—Boddy, 78, Putnoe Lane, Bedford. Tel. 3884. [3515

£150—1937 Morris 14 saloon, recently completely overhauled and recellulosed, guaranteed.—Auto Service, Havelock Rd., Hastings 4410. [3564

MORRIS OXFORD

SLOCOMBES, Ltd.

1951 Morris Oxford in grey, fitted with heater, this car is in splendid condition and unmarked, with 5 months' free service guarantee; £525.

379 North Circular Road Showroom, Gladstone 9348. [C4016

GATEHOUSE offer:—

1950 Morris Oxford saloon, black, leather, a very clean car; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

AUTOMOBILIA, Ltd., offers:—

1952 Morris Oxford 4-door de luxe saloon, green, leather upholstery, mileage 11,000, one owner, excellent condition, fitted loose covers, heater, fog lamp; £595.—Pippbrook Garag, London Rd., Dorking 4504, 5891. [C1089

CHARLES RICKARDS, Ltd., offer:—

1952 (July) Morris Oxford, finished black, 10,000 miles, one careful owner since new; £575.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

WARWICK WRIGHT, Ltd., offer:—

1953 Morris Oxford saloon, radio and heater, black, 12,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

W. J. BROWN, Ltd., established over 30 years.

1952 Morris Oxford saloon, black, red leather, heater, one owner; £575.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

£460!!!—1950 Morris Oxford, superb throughout.—Value Cars, East Sheen. Prospect 7520. [C4068

MORRIS Oxford 1952, one doctor owner, 14,000 miles; £565.—Blue Star Garage, 364, Kensington High St., W.14 [3575

MORRIS Oxford black saloon, 1949, real specimen car; £450.—Blue Star Garage, 364, Kensington High St., W.14. [3574

1952 Morris Oxford saloon, grey, mileage 17,525, heater; £575.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

1951 Morris Oxford, fitted radio, 11,000 miles, in new condition; £550.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

'51 Oxford, one owner, heater, etc., 18,000 careful miles, immaculate throughout; £475 or exchange Minor.—57, Parkside Drive, Edgware. Edg. 3925. [3458

1949 (May) Morris Oxford, green, moderate mileage, reconditioned engine and suspension; £400.—Miles Druce & Co., Ltd., Horn Lane, W.3. [3533

1952 (April) Morris Oxford saloon, 11,000 miles, excellent condition throughout; £575.—Dobsons, Ltd. (Morris Agents), Staines. Tel. 801. [C1074/1

ARCHIE SIMONS & Co., Ltd.—1952 (Sept.) Morris Oxford saloon, genuine 11,000 miles, one owner, as new; £585.—94, Gt. Portland St., W.1. Lan. 1343 [C4013

1951 Morris Oxford, black, one owner, faultless; £510.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1953 (Nov.) Morris Oxford, black, red leather, 150 miles only; £665; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1952 Morris Oxford saloon, blue, genuine guaranteed mileage 6,200, indistinguishable from new; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

FULL value paid for Oxford or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

MORRIS SIX

1951 Morris Six, heater, immaculate; bargain, £450.—Staines 4779 after 6 p.m. [3448

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434 [0675/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

Morris Spares and Service

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [S3054

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.—MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0342/R

NASH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1952 Oldsmobile Rocket de luxe sedan, in most immaculate condition, 2,900 miles, all extras; £2,175.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4056

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

125gns.—Opel Cadet, 1938 saloon, leatherette upholstery good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0515/R

PACKARD

LATEST current model Packard Clipper, power brakes, 4-door saloon, radio and heater, blue, 5,000 miles, as new.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1948 Packard de luxe power operated convertible, radio, heater, r.h.d., low mileage, beautiful condition; £1,075.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4056

195gns.—Packard 8, 1938 34hp touring saloon, radio, heater, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

GUY ALFREDS & Co., Ltd.—1939 Packard Super 8 limousine, privately owned, in immaculate condition throughout, compares favourably with any 1952 vehicle on the road.—6-7, Warren St., W.1. Euston 3268. [C1005

1934 Packard 7-passenger double enclosed limousine, good condition throughout, ready for immediate work; £95; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

UNIQUE Packard for sale, Super Eight 1937 4-door saloon, one owner since new and 30,000 miles only, in first-class mechanical condition, good cellulose, lamps, chrome and tyres, moth-damaged, in original cloth interior and carpets, fitted with radio, taxed December; special price £200.—Knightsbridge Motors, Ltd., 3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063

LIMOUSINES, 1939 Super-32hp, also 1937, both Deluxe Coachwork, (£1395 models), black, forward occasionals, magnificent condition carriages, certified mechanically, selection-£520. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd. Packard spares, repairs specialists.—97 Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PEUGEOT

REMARKABLE opportunity, 1946 Peugeot 10hp 4-door saloon, f.h.d., amazing performance; £225!!! —A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

PLYMOUTH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

PONTIAC

METCALFE & MUNDY, Ltd.

PONTIAC full 6-seater convertible, one owner, first registered 1950 but slightly earlier, green, immaculate, new tyres, power-operated hood, heater, radio, 22 mpg; £795.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3905. [W4015/R

WANTED, 1951 onwards Pontiac Chieftain de luxe 4-door sedan 6-cylinder, low mileage, all extras.—Box 1642. [2861

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

MK. VI Cooper, in excellent condition, never crashed, fitted Norton double-knocker engine, almost new tyres, first-class Cooper trailer, quick-lift jack cover, some spares; £600.—Box 2053. [3507

MARK 4 Cooper, ex-Moss, Burgoyne, winner of many big events, good condition, ZF Diff., 2 leading shoe front and rear, without engine; £220, with special J.A.P., £260; spares.—Alick Pitts, Streetsbrook Rd., Shirley, B'ham, Shir. 1251. [3430

PERFORMANCE CARS have a selection of vehicles suitable for competition, including Ardun Allard, Cooper Mark V, J.A.P., 1500 Cooper-Lea-Francis, M.G. P.B., ex-Harewood; M.G. Magnette, ex-Davis; Frazer Nash 2-litre, ex-Sidney Greene; Maserati 2.9; details of formula 2 and 3 available upon request. See also under "Sports Cars." [C3041

RAILTON

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1938 Railton 16.9hp drop head coupe, black, red leather, engine overhauled by Burtonwood, excellent order; £275. [C1001

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5181. [0535/R

RAILTON drop head coupe, excellent, radio, new tyres; £325.—Feltham Lodge, Feltham, Middx. [3005

£135.—1936 Railton drop head, transmission overhauled, including new final drive, new hood, good tyres, 18 m.p.g.—Powell, Alexandra Hotel, Harrington Gardens, S.W.7. [3444

POST-WAR Railton drop head coupe, in excellent condition, £475; late 1937 Sandown saloon, fair condition, £125.—Major J. P. S. Barber, 314, Kingston Rd., S.W.20. Liberty 2350. [5778

RELIANT

ASTONS, Gosford St., Coventry, for Reliant cars and service, used car specialities.—Tel. 62421. [5248

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

BOON & PORTER, Ltd.

1953 (April) 750 saloon de luxe, radio, heater, 7,000 miles, unscratched; £565.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Renault 750 saloon, finished bronze, beige leather upholstery, mileage 7,000, high compression engine, as new; £595. [C1001

WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton, Elmbridge 1673, offer:

1953 2-litre Fregate demonstration special; £995.

1953 750 saloon de luxe demonstration special engine; £575.

1948 6hp utility 4-str., maroon; £225.

1938 18hp drop head foursome, 30 mpg, 80 mph; £225.

1937 18hp saloon, grey; £150. [0126/R

300 gns.—Renault 750, 1948, one owner, exceptional condition, H.P. terms arranged. Tel. after 6 p.m. Flaxman 1873. [3282

£415.—1950 Renault 760 saloon, green, beige upholstery, recorded mileage 18,000; a one-owner car in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 266. [C1070

£535.—Renault 750 saloon, 1953 (May), one owner, 8,000 miles, Dunlopillo upholstery; exchanges, H.P.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [3311

RENAULT

1939 Renault 8 saloon, excellent condition, recent extensive overhaul by manufacturers, including reconditioned engine; 3 months' guarantee; £195.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

465 gns.—Renault 750 late 1951 4-door saloon, flashing indicators, one owner, small mileage, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

REQUIRED, good used rear-engined Renault.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20551. [0911/R

RILEY

DICKS.

1947 Riley 1½-litre saloon, excellent performance, £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

NEWNHAMS, Ltd.

OCTOBER, 1951, 1½-litre Riley saloon, 8,000 miles only, bronze, heater, radio; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

BOON & PORTER, Ltd.

DISTRIBUTORS.

1936 1½-litre Adelphi, one owner, sold and serviced by us; £265.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

WARWICK WRIGHT, Ltd., offer:—

1949 Riley 2½-litre roadster, cream, 27,000 miles; £645.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

THE RILEY CENTRE (GORDON & GLYNN), OFFER from Englands largest show of pre-war Rileys the following examples:—

£225.—1937 9hp 6-light sports saloon, recently overhauled in our workshop and really good mechanically, recellulosed and very smart.

£165.—1936 Merlin 9hp saloon, smart and sound throughout, excellent value.

£155.—9hp Gamecock 2/4-seater sports, immaculate, ivory cellulose, lively performer, fitted stoneguards, etc.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed, open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square Tube), Sloane 8326/4426. [C3069

£150.—Riley 1½ Kestrel, excellent condition.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2053

2½-litre Adelphi, 1950, fitted overdrive, very good condition; £515.—Boxmoor 3900. [3552

1935 Riley 9 Monaco, good appearance, reliable, nearest £150.—Allso, Oddington, Glos. [3374

CLARKE & SIMPSON, Ltd., Riley Sales & Service, offer:—

1953 Riley 1½-litre saloon, black with beige leather, heater, under 6 months old; £995.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

1953 1½-litre Riley, mileage 2,500, black; £1,095.—Alexandra Garage, Old Barrack Yard, S.W.1. Slo. 4121. [5367

1940 Riley 12/4 Nuffield saloon, guaranteed; £280; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C5029

1953 Riley 1½-litre saloon, black, 5,000 miles; £1,015.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821. [C5040

A RARE and beautiful Sprite 2-seater, 1957, manual box; £595 lowest.—Jones Garage, Syston, Leics. Syston 86257. [5596

J. DAVY offers: 1948 Riley 1½-saloon, in excellent condition, £595.—180-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

BRUTONS, Ltd.—Riley 1½, 1950 saloon, bronze, immaculate, 34,000 miles genuine, one owner, taxed; £698.—13-14, Oster Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1947 model Riley 2½-litre saloon, 1953 condition, black, leather interior, indistinguishable from new; £495.—Jack Poyner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C5065

1938 saloon, 16/4, in exceptional condition, free wheel and overdrive; £350, terms and exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C5008

£245.—1937 Riley 9 sports saloon, in excellent condition, £140 overhaul, bills available; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1924

RILEY

CAMDEN MOTORS for Rileys.—1937 Kestrel 6-light saloon, 1½-litre 12hp model, previously in the hands of enthusiast owner and definitely in above average mechanical condition; £265.

CAMDEN MOTORS for Rileys.—1½-litre saloon 1948, comprehensively overhauled by Nuffield distributors last month, general appearance would indicate much lower mileage than the recorded figure of 48,500; £565.

CAMDEN MOTORS for Rileys.—Earlier post-war 1½-litre saloons from £495.

CAMDEN MOTORS for Rileys.—1½-litre saloon 1950, bronze, red leather, engine just had its second decoke, an outstanding specimen with built-in heater, screenspray, passlights and other extras; £695.

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1015

1953 Riley 2½-litre saloon, colour silver streak grey, mileage under 2,000, taxed December, in showroom condition, £1,150.—Heard Brothers, Broad Quay, Bideford. Tel. 470. [5295

1938 1½ Victor saloon, in immaculate condition, overdrive gear box, almost new tyres, new battery, negligible oil consumption, brakes relined; £335.—Challis, Knowle, Birmingham. Knowle 2248. [3243

1952 Riley 2½-litre green green, H.M.V. radio, heater, loose covers, car mats, mileage 14,000, condition absolutely immaculate and mechanically perfect; £995.

MOSS'S AGENCIES, Ltd., High St., Leamington Spa. Tel. 67. [5343

1936 Kestrel 15/6, grey, blue leather, wheels, P100 headlamps, wonderfully reliable, one owner, good condition, 70,000 miles, £200 o.n.o.—Campbell, Ealing 1439, evenings. [5363

375 gns.—Riley 16 (September, 1939) 2½-litre saloon, grey, sliding head, blue leather, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

245 gns.—Riley 1936 1½-litre Adelphi saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Riley 9 1937 Monaco saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4014

ALL Riley sales and service facilities available at our new depot; new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

1947 (May) Riley 1½-litre saloon, black with red leather, fitted 1955 front suspension, one owner, in 1950 condition; £550; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3407

1939 Riley 12hp 1½-litre saloon, black with beige upholstery, mechanically equal to any post-war model, bodywork exceptionally clean; this car is capable of many years' trouble-free running, radio fitted, £525; terms could be arranged; consider Ford 5cwt van in part ex.—Barnes, Liverpool, Childwall 6616. [5296

1939 40 Riley 2½-litre sportsman's saloon, just recellulosed in black and in really most immaculate condition, the interior is upholstered in fawn hide with carpets to match, fitted excellent tyres, mechanically in really superb condition and has an exceptionally good performance, open to any examination; £525; also similar model, 1½-litre.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

2½-litre roadster, December 1950 but unused until January 1952, ivory with red leather, Radiomobile, Gallay heater, screenwashers, loose covers, Ace Rimbellishers, twin flamethrowers, Lifeguard tubes to front wheels, brand new battery, map and boot lights, a completely equipped and immaculate example of this fine model; £695.—41, Kew Bridge Court, London, W.4. Chiswick 4559. [5416

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5454. [0969/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

YORKSHIRE.—The Riley Buyers. Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

CNK MOTORS require clean pre-war Rileys.—555, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8441. [W1041

RILEY, post-war, required; no objection left-hand drive.—Weiershye, 11, Hartland Court, London, N.11. Enterprise 4252. [5004

CASH immediately for good Riley.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0258/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart Ltd., Coventry 2146. [0443

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8140

ROLLS-ROYCE

CMC AR MART, Ltd.

1949 Rolls-Royce Silver Wraith Hooper touring limousine, 49,000 miles; £2,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [C1039

RIPPON

RIPPON

RIPPON BROS., LTD.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford Leeds and Sheffield. [0905/R

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1948 Hooper touring limousine, black with maroon hide, 62,000 miles; £3,400.

1939 Gurney Nutting Wraith two-door Sedanca, black and grey with fawn hide; £2,250.

1939 H. J. Mulliner Wraith touring limousine, black with hide and cloth; £1,995.

1935 Freestone and Webb 20/25 sports saloon, black and grey with brown hide; £1,250.

1934 Gurney Nutting P11 Owen Sedanca coupe, fawn with grey hide; £1,250.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

PB. Ltd., offer:—

1939 Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige, grey leather, now undergoing complete engine overhaul.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5055

H. A. FOX & Co., Ltd

OFFICIALLY appointed Rolls-Royce retailers offer two unusually good cars

1948 Rolls-Royce Silver Wraith chassis fitted with Hooper touring limousine body; electrically operated division—one occasional seat, sunshine roof, and full equipment; fine condition; £3,500. (R200.)

1948 Rolls-Royce Silver Wraith chassis fitted with Freestone & Webb saloon with special bench-type front seat and large luggage accommodation; fully equipped and as new; £2,995. (R201.)

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., W.1. REG 7687. [3234

R. C. MORTLAKE offers:—

SELECTION of used Rolls-Royce cars, including

1934 Hooper sports saloon, excellent condition; terms and exchanges welcomed.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4604. [C5017

SWANMORE GARAGE offer:—

20 hp Rolls-Royce 7-seater, very pretty car, splendid condition.

20/25 Rolls-Royce owner-driver saloon, extremely pretty car.

PHANTOM II Rolls-Royce owner-driver saloon, (choice of 2), exceptionally fine condition.

PHANTOM III Rolls-Royce owner-driver saloon (no division) amazingly lovely car

EXCHANGES and terms, distance immaterial.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe East Bournemouth. (Tel. Southbourne 45344.) [C4024

H.W. MOTORS, Ltd., offer:—

1937 Rolls-Royce Phantom III, Park Ward razor edged sedanca saloon, outstanding condition, 57,000 miles; £1,550.—H.W. Motors, Walton-on-Thames 2404-5-6. [C2042

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,150.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2084

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £800; £1,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open and 8 p.m.

EXAMPLE.—1950 sports saloon by James Young (large boot), painted green and upholstered in beige hide, speedometer reading 36,000 miles; price £4,175.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062

MASCOT MOTORS, Ltd., offer:—

1935 25hp Thrupp & Maberly sports saloon; £950.

1935 25hp Tickford 4-light openable saloon; £750.

1934 25hp H. J. Mulliner sports saloon; £750.

1934 25hp Connaught foursome drop head coupe; £550.

1933 25hp Park Ward open tourer; £575.

1932 40/50hp Freestone & Webb Continental sports saloon; £550.

1931 25hp sports saloon with division; £350.

1930 25hp Park Ward foursome drop head coupe; £550.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.

MASCOT MOTORS Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ROLLS-ROYCE 30hp saloon by Barker (Dec., 1937), total mileage 28,000; £1,450.—Box 2028. [3347

FUNERAL trade, carefully selected chassis 1935 to 1938, complete with new hearse bodies.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearse Enquiries Station Approach, Kew Gardens, Richmond 1161. [2671

1937 Rolls-Royce 25/30 owner driver sports saloon, black, 57,000 miles, excellent condition.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

ROLLS-ROYCE 20/25hp, registered December, 1934, Freestone & Webb sports saloon, radio; £450.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

ROLLS-ROYCE 20/25 close coupled Hooper limousine, overhauled engine (December, 1934); £465.

ROLLS-ROYCE 20 Replica drop head foursome, 1937, £595; Rolls-Royce 20/25 Salmons cabriolet, 1933, £445.—Performance Cars. See also under "Sports Cars." [C3041

ROLLS-ROYCE saloon, 1931, 25hp, 6cyl; £300.—Marshall, 14, Ravenna Rd., S.W.15. Putney 6436. [3280

PHANTOM I and IIs, must be sold; prices from £50.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1935 20/25 4-light Barker saloon in outstanding condition; £750.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

1934 20/25 Rolls-Royce owner-driver sun saloon, chassis No. G.R.C.60.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

ROLLS-ROYCE 25hp 32 Park Ward 7-str. saloon, leather, beautifully maintained, ex-tyres; £525.—Pri. 3305. [3368

1927 Rolls-Royce Cockshoot landaulette, bodywork very good order; what offers?—A. E. Neale & Son, Ltd., London Rd., Hertford. Tel. Hertford 2561. [3236

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

1926 43.3hp Rolls-Royce Phantom touring car, grey black, good condition, one owner only; £200.—H. E. Griffin, Mill Green Rd., Haywards Heath. Tel. 395. [3392

£295.—Rolls-Royce limousine, face forward seats, 25hp, 1931; exceptionally nice condition; terms.—Norman Autos, 354, London Rd., West Croydon. Sho. 4657. [3465

30TH December 1952 Rolls-Royce 20/25 GZU series, Thrupp & Maberly limousine face forward seats, black; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2529

1932 20/25 Windover sportsman's saloon, with boot, 49,000 miles since new, all original tools unused; £365; others available.—26, Queensgate Mews, Kensington, S.W.7. Western 5228, after 6 p.m. [C1069

ROLLS-ROYCE 20 open 2-seater coupe with dickey, excellent original condition, rewired, new hood, sidescreens, battery and tyres; £250.—Gillingham, 3, Burbidge Grove, Southsea. Portsmouth 33248. [3421

1930 25hp Rolls-Royce one-owner Landaulette, blue/black, chauffeur maintained, one family 25 years, in exceptionally good condition; £295.—John Trigg, Ltd., Esher 1234. [3472

1939 Rolls-Royce Wraith, lovely 4-door saloon with trunk by Park Ward, 55,000 miles, immaculate; £1,795.—Taylor & Crawley, 53, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036

1948 Rolls-Royce Silver Wraith, fitted with H. J. Mulliner sedanca, in magnificent condition throughout, unregistered in this country; £2,450.—Whitton Service Station, High St., Whitton, Middx. Pop. 3770. [3536

ROLLS-ROYCE 20, owner-driver saloon, late body by H. J. Mulliner, recently overhauled by Rolls agents, modernised wheels and radiator, fine car.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2860

ROLLS-ROYCE

ROLLS-ROYCE 26hp 1935, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947 costing over £500; a distinguished car in exceptional condition for £550.—Mole, 51, Dover St., W.1. Tel. Grosvenor 5902. [3440

20/25 Rolls-Royce chassis fitted with most attractive 4-door 4-light sports saloon body with boot, colour black, in magnificent condition throughout, any examination or trial; £570.—Warren Motor Co., 353-5, Euston Rd., N.W.1. Euston 7751. [3402

1951 Rolls-Royce Silver Wraith Freestone & Webb sports saloon, finished black with light fawn hide, one owner, 27,000 miles; a magnificent looking car complete with all luxury equipment; £4,150.—Castle's, Church Gate, Leicester 65251. [3400

ROLLS 1935 Phantom II coupe de ville (Gurney Nutting de luxe body), chauffeur driven 50,000 miles (laid up during war), one owner, perfect condition; price £600, view any time except week-ends by appointment.—Miller, 29, Cumberland Terrace Mews, Tel. Wel. 8712. [3342

OWNER-DRIVER 1938/30hp (GGR Series) Barker 4/5 light Saloons (without partition) outswept tail, concealed luggage boot, black, mileage 19,000, leather throughout, meticulously maintained. £1195. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

THE SOUTHERN MOTOR Co. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [3325

HEARSE modern Phantom II fitted un-used 1953 6-Bearer Deluxe Coachwork, magnificent condition private chassis, MS Series, Mileage 59,000, exclusive equipment, certified mechanically, £985. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/2

495 gns.—Rolls-Royce 1934 20/25hp Hooper limousine, black, leather throughout, occasionals, division, discs, good tyres, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

CAMDEN MOTORS for Rolls-Royce.—20/25 limousine, 1935, spacious 7-seater, bodywork by Messrs Arthur Mulliner, winding division, occasionals, etc., privately owned by country gentleman whose sole hobby was the maintenance of this particular car; one of the most outstanding specimens ever handled by us; £525.

CAMDEN MOTORS for Rolls-Royce.—20/25 owner-driver saloon with very stylish Windover bodywork, July, 1934, delivery, one owner since 1945, expertly and fastidiously maintained and recently overhauled by Rolls-Royce appointed agents; £595.

CAMDEN MOTORS for Rolls-Royce.—20/25 Mulliner saloon, 1935, in such immaculate order that it makes even 1952 cars look shabby, coachwork interior and all fittings literally spotless; mechanically this Rolls is just as magnificent as it looks and must appeal to very fussy concern requiring something extra special; £750.

CAMDEN MOTORS for Rolls-Royce.—20/25 limousine, 1933, Park Ward seven-seater bodywork in black with face-forward occasionals, winding division; whilst obviously not as brand new, this car still retains the magnificent qualities associated with the name Rolls-Royce, bodywork and interior are excellent and the mechanical condition is most outstanding for its year; £395.

CAMDEN MOTORS for Rolls-Royce, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

TWO Phantom II limousines, one 1930, the other 1933, one previous owner in each case, neither has done any general hire work other than funerals, £550 and £750 respectively; also saloon hearse, 1928 Rolls-Royce Phantom I with 1930 Dottridge body, completely overhauled by respective makers in 1946, very good condition, £550.—Further information on application Hambrook & Johns, 1, Dover Rd., Folkestone. [3176

A & S Limousines 1935/25hp, partition, forward occasionals, extended luggage boot, black, carefully maintained; £495.

9280 miles Phantom III (Series BT, Registered 1946), Park Ward partitioned black Limousine, forward occasionals, unblemished condition (detailed history available), unrepeatable opportunity, £1430.

LIMOUSINE 1938/30hp Hooper partitioned Deluxe Coachwork, forward occasionals, privately owned, mileage 44,000, magnificent throughout. £1345.

WRAITH Limousine 1939/30hp Park Ward partitioned, forward occasionals, meticulously maintained, recorded mileage 25,000, black. £1460.

WRAITH Limousine 1939/30hp, partitioned Hooper Deluxe Coachwork, forward occasionals, black, magnificent condition, reasonable cost.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

CMC

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [0970/R

J. MARSHALL

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

ROLLS-ROYCE 20-25 1936 saloon, suitable owner-driver; full details.—Surgery, 14, Cowbridge, Hertford.

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. [6285

A & S urgently require 25/30hp Saloons with boot, also privately owned 25/30hp Limousines; details please. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5030/R

CHARLES POLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

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JACK BARCLAY, Ltd.,

LARGEST official repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). [8082/R

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SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

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SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

265 gns.—Rover 10 1940 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Rovers.—10hp saloon, 1947 (August delivery), one owner only since new and fitted radio and heater; this car stands out as the finest specimen of a post-war Rover we have ever handled; apart from the unblemished coachwork and interior, the general mechanical order is literally magnificent; the engine itself is almost 100% silent, transmission, brakes, steering, suspension are practically beyond criticism; even by our most exacting standards this car is in superlative condition; £565.

CAMDEN MOTORS for Rovers.—10hp 4-door saloon de luxe, 1940, black/red leather, one owner since 1942 and full history available since that date up to the current month, a well maintained car in every respect and identical to the post-war model, very quiet engine and gear box, usual refined Rover performance; £595.

CAMDEN MOTORS for Rovers.—10hp sports saloon, one of the very rare 4-light models on the 10hp chassis, late pre-war series 1938/9, somewhat more close-coupled than the standard saloon with most attractive body styling beautifully finished in pastel green, unusually good performance; £585.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Rover 10 Cars Wanted

PRIVATE buyer requires 1947 Rover 10, must be in first-class condition. A.A. examination essential.—Particulars to Box 2015. [3519

ROVER 12

DICKS.

1946 Rover 12 saloon, unused considerable period; £525.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

OVERSEAS CARS, Ltd., offer:—

1947 (October) Rover 12 saloon, grey, blue leather, excellent condition, 22,000 miles; £525; for other Overseas car bargains see page 57.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031

HAROLD SIMONS, Ltd., offer:—

1946 Rover 12 saloon de luxe, black, brown leather, one private owner; £485, 3 months' written guarantee; service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

HENDON CENTRAL GARAGE, Ltd., offer:—

1946 (October) Rover 12 saloon, taxed, immaculate condition throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1946 12 saloon, excellent tyres, immaculate throughout; £525.—49, Burn's Way, Heston, Middx. [3554

£325.—Rover 12 1939 4-door saloon, reconditioned engine, excellent cellulose, sliding roof, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1947 Rover 12 6-light saloon, black with fawn interior, new works engine fitted recently, £495.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059/1

ROVER 12

1946 (Nov.) Rover 12 sports saloon, recent new engine, radio and heater, grey with red leather; £525.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059

£555!!!—Rover 12 sports 4-seater, special export model, in magnificent and irreplaceable condition, first registered Dec., 1947, but it looks like brand new, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

425 gns.—Rover 12 1946 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Rover 12 saloon, immaculate condition, guaranteed; £525; exchanges and terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5054

CAMDEN MOTORS for Rovers.—12hp saloon, April, 1947, two previous owners, mileage 22,000 up to July, 1952, when complete mechanical reconditioning was carried out by the Rover company, bills available for over £200 for this work alone, including engine reconditioning at a cost of £84; expenditure not included in the above covers new set of Avon high mileage tyres, new Exide battery, replacement shock absorbers and road springs, a very fine car in every sense of the word; £555.

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1939, finished dark blue and fitted very efficient heater, good condition; £345.

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1946, one change of ownership since new, comprehensive overhaul by Rovers in 1951, including complete reconditioning of engine; £495.

CAMDEN MOTORS for Rovers.—12hp special 4-seater sports tourer, 1948, one of the very rare sports models of post-war manufacture with disappearing hood, tonneau cover, built-in heater, fog and passlights, etc., immaculate coachwork, extremely fast for its modest horse power; £595.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

ROVER 14

SAUL & SLATTER, Ltd., offer:—

1946 Rover 14hp 6-light saloon, in exceptional condition throughout; £445.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 3651-2-3. [C4002

1947 Rover 14 sports saloon, black with brown leather upholstery, in very immaculate condition; £515.

HUNGERFORD MOTORS, Ltd., 201-203, Upper Richmond Rd., Putney, S.W.15. Putney 0222 and 3360. [3570

ROVER saloon, good tyres, recent respray, nice condition throughout; £150; write or call Sundays.—Whiteaway, Feltham, Lodge, Feltham, Middx. [3286

£195—Special offer. 1937 Rover 14 sports saloon, runs well, post-war appearance, £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ROVER 14 saloon, 1936, new tyres, battery, etc., interior, exterior, good, mechanically perfect; exchange 10hp saloon or sell £185.—Donoghue, 32, Village Way, Pinner, Middx. [3155

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1955/6, quite a sound car in definitely above average mechanical condition, understood to have been rebored end of last year; £150.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1958, bills available for recent mechanical work, overhaul to steering, brakes, suspension and back axle, good engine and tyres; £295.

CAMDEN MOTORS for Rovers.—Also a sportsmen's 4-light saloon, 1938 model.

CAMDEN MOTORS for Rovers.—14hp sports saloon, 1959, originally supplied by us to previous owner in 1946, very good history, details of overhauls, etc., and bills available, a nice car; £375.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1959, a little earlier registration than above, but in good condition generally, well maintained, black coachwork, very quiet engine; £345.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1947 model, purchased from local resident, full history known, moderate total mileage, brand new Good-year all-weather tyres; £545.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1938 Rover 14 saloon, black, green leather, spotless, fully guaranteed, bargain, £265.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

495 gns.—Rover 14 (October, 1946) saloon, sliding head, leather, carefully used, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Sturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£385!!!—Magnificent Rover 14 de luxe saloon; look at this car, its like brand new inside and out; drive it, it feels like a post-war model; no one looking at or driving this vehicle could possibly believe it's 14 years old.—Below.

£222!!!—Another specimen Rover 14 sports saloon, we can only ask you to see this car and you will believe us, it is beautiful; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 (Nov.) Rover 14 black saloon, 1,000 miles only since new, works engine fitted, perfect condition including tyres and battery, taken delivery of new car, original owner selling; £580 for quick sale.—Moore, 23, Temple Rd., Stowmarket, Suffolk. Tel. 122. [5415

ROVER 16

SUPERB Rover 16, 1938 but 1948 condition, any trial; £205, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

ROVER 16

1947 Rover 16hp 4-light sports saloon, fitted radio and heater.—Dunham & Haines, 46, Castle St., Luton, 2100-1. [C1079

ROYS offer: An amazingly good 1939 Rover 16 sports saloon, in 1948 condition, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 3894. [C3051

ROVER 60 & 75

TOM GARNER, Ltd., offer:—

1953 Rover 75 P4 saloon, green with green leather, 8,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2029

OVERSEAS CARS, Ltd., offer:—

1951 Rover 75, black, red leather, radio and heater, 21,000 miles, in exceptional condition; £915; for other Overseas Car bargains see page 57.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black/red, radio, 8,400 miles, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C5051

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 (November) Rover P.4, black with grey leather, one owner since new; £825.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

W. J. BROWN, Ltd., established over 30 years.

1952 Rover 75 saloon, ivory, red leather, heater, H.M.V. radio, seat covers, sun roof, 11,000 miles, one owner, as new; £1,150.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Rover 60 saloon, grey/grey, heater, excellent condition, 20,025 miles; £775.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3559. [C4029

1952 (Dec.) Rover 75 P4 saloon, black with green upholstery, fitted with heater; £1,050.

1951 Rover 75 P4 saloon, dark green, fitted with heater; £800.

1949 Rover 75 P3 saloon, black, fitted with seat covers; £650.

MACRAE & DICK, Ltd., Inverness 1000. [3597

75 Rover P4 saloon, 1950 model, in very fine condition, exchanges and terms, distance immaterial.

SWANMORE GARAGE, 1176, Christchurch Rd., Bournemouth East, Bournemouth (Tel. Southbourne 43344.) [C4024

1951 (May) Rover 75 saloon, black, tan leather, H.M.V. radio; £850.—J. Fricker, Ltd., Park 5077. [C2016

1950 Rover P.4, black, green leather, 25,000 miles, radio and heater; £475.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059

1951 75 saloon, green with green leather, heater, loose covers, very carefully used; £895.—Campbell Symonds, Wembley 6262. [C1037

CASS'S MOTOR MART.—1949 Rover 75 saloon, black, unblemished, genuine 16,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1950 (September) Rover 75 saloon, black with red leather, fitted with radio, tartan seat covers, nominal mileage; £775.—Robbins, East Putney. Tel. 4581. [C3019

1953 (late) Rover 75 saloon, grey with blue leather, new and unlicensed, delivery mileage only; offered at £1,190 at Lowther's Garages, Ltd., 14, Park St., Shirley, Southampton. Tel. 71929. [5586

CAMDEN MOTORS for Rovers.—75 saloon de luxe, Feb., 1949, delivery, in the hands of one experienced and fastidious owner, black coachwork with red leather interior, built-in heater, screenwash, etc., reasonable moderate total mileage and maintained by Rover distributors since new; £695.

CAMDEN MOTORS for Rovers.—75 saloon, 1951, P.4 model, practically indistinguishable from brand new, nominal mileage only; £945.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

GUY SALMON AUTOMOBILES offer:—

1952 Land-Rover, good condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

W. J. BROWN, Ltd., established over 30 years.

1953 Land-Rover, fitted with special seats, 5,000 miles, completely as new; £550.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Land-Rover, 16,000 miles, many extras and in good condition; £575.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1952 Land-Rover, 7,000 miles, one owner; £495.—Harvey Hudson, Ltd. (The Land-Rover Specialists), South Woodford, E.18. Wanstead 0056. [C2039

1952 Land-Rover (March), 13,000 miles, one owner, road used only as private car, excellent condition; £425, offers considered.—Hillside (London) 7569. [5571

1950 (December) Land-Rover, optional drive (1951 model), 18,000 miles, one owner; £565.—Harvey Hudson, Ltd. (The Land-Rover Specialists), South Woodford, E.18. Wanstead 0056. [C2039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2059

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BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5546. [0080/R

Rover Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars. 150, Park Lane, W.1. Grosvenor 3454. [0971/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

BLAKES, Rover agents, will purchase any Rover car. —110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CASH immediately for good Rover.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available. —321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplevay 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors. Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SIMCA

1953 Simca Aronde saloon, show model, 5,000 miles, as new; £825.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

1953 Simca Aronde, grey, r.h.d., 12,000 miles, perfect condition; £785.—Woodville, Worcester Rd., West Hagley, Worcs. Hagley 2170. [3437

SINGER

ACRES offer:—

1951 Singer 4AB roadster, blue, beige leather upholstery, one owner; £550.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Macaulay 2211-2. [C1002

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £550.

1950 Singer S.M. saloon, showroom condition throughout; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1950 S.M. 1500 saloon, black, absolutely unblemished, heater, one owner; £525; 5 months' written guarantee; free service after sale; exchanges deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-55. [C4065

SINGER S.M.1500, Oct., '51, black, well maintained; £500.—Sunbury 3586, evenings, etc. [3316

SINGER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

SEPT. (1951) Singer S.M.1500, loose covers, radio, heater, one owner; £495; exchanges and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1952 Singer SM1500 saloon, one owner; £625.

1953 Singer SM1500 saloon, 4,000 miles; £745.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1952 Singer 1500, low mileage, one owner, snip; £595.—Walker, 19, Holmside Rd., S.W.12. Bat. 3851. [3299

395gns.—Singer 9, 1951 4AB Sports roadster, red, glass sidescreens, IFS, excellent condition; terms, exchanges.—Rowland Smith, below:—

145gns.—Singer 9, 1956 de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£300—1948 Singer 10 saloon, superb condition, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1950 (July) Singer 1500 saloon, genuinely indistinguishable from new; £575.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1950 Singer SM.1500 saloon, fawn with red upholstery, new tyres, condition excellent, heater; £525.

1950 Singer SM.1500 saloon, green; £450.

MACRAE & DICK, Ltd., Inverness 1000. [3308

Singer Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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THE Singer agents for spares, service, repairs, Automenders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390/R

SPORTS CARS

AUTOMO, Ltd., offer:—

SS100 2½-litre 1938 2-seater, £360; another S.S.100 3½-litre, 1938, at £475; also an S.S.90 2½-litre 1935 2-seater at £175.

FRAZER NASH-B.M.W. 1936 2-seater drop head coupe, Type 55, taxed; £215.

INVICTA 4½ 100mph low-chassis 2-4-seater; £425.

M.G. T.A. 1938 at £250; Austin 8, 1947, ex-W.D. 4-seater tourer, taxed; £135.

AUSTIN Special 2-seater sports, taxed; £95.

RILEY 9 saloon, 1934, taxed; £75.

AUTOMO, Ltd., 229, West End Lane, Hampstead 3450. [3451

SPORTS CARS

B. & G. MOTORS offer:—

£225—Riley 1½-litre 4-cyl. Lynx open sports 4-seater, immaculate blood red cellulose, new tonneau cover, engine just overhauled, a very fine and comparatively rare model; 3 months' written guarantee.

£138—Singer 9 open sports 4-seater, blood red cellulose, actual car described in Autocar, page 740, dated November 6th, 1953, now fitted new battery.

£138—Singer 9 open sports 4-seater, similar above but beautifully finished in grey and chromium.

£125—Wolseley Hornet 12hp Daytona 2/4-seater, black and red, slab tank, twin carbs, 4-speeds, knock-on wheels, quick fillercap, etc., covered with extras, including passlight, reversing light, horns, etc., 5in rev. counter and speedo, etc.

£125—Wolseley Hornet 12hp Daytona 2/4-seater, similar above but in silver-blue; goes like the clappers.

£125—Wolseley Hornet 12np Daytona type saloon, recellulosed in grey, completely overhauled engine, including rebore, crank grind, new pistons, etc., at cost of over £60.

£115—Wolseley Hornet 12hp sports 4-seater, green, twin carbs, etc., knock-on wheels.

£120—M.G. 12hp open sports 4-seater, body by Jarvis of Wimbledon, green, slab tank, etc.

£120—Hillman 10 open sports 4-seater, beautiful gunmetal cellulose finish with blue wheels and upholstery, excellent hood, new clutch, petrol pump, relined brakes, etc.

£39—Austin 7 saloon de luxe, in excellent running order, ideal for lady.

£38—Austin 7 open sports 2-seater (Avon Special), in grey, lovely engine, 5 excellent tyres, goes on the starter, everything works, hood, etc., ready to go anywhere.

TERMS, exchanges.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

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AUSTIN 750cc Lowe special, winner of many awards, outstanding appearance and condition, £290; Alvis 1933 Speed 20 tourer, brakes and clutch relined, new battery, two new tyres, £125; Alvis 1957 Speed 25 saloon, £275; Alvis, 1954, Silver Eagle saloon, £125; Talbot 1937 105 tourer, 56,000 miles only, excellent example, £250; and other sporting and quality cars.—Character Cars, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

GEOFFREY EDWARDS, Ltd.

SEE our superb J2 Competition Allard under "Allard."—Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

AUTOMOBILIA, Ltd., offers:—

1934 Riley Ulster Imp, 1,100cc, original ex-works car in almost original condition; it is the ex-Mike Hawthorn car and is the only one left in this country; it is fitted with an ENV 75 racing gearbox, 4 Amals, Scintilla mag., 2 16in, 2 18in spare wheels; the only departure from standard is Gallay lightweight water and oil radiator fitted, hydraulic brakes and Woodhead Munroe shock absorbers on the front and Girling racing dampers on the rear; the car was completely overhauled in July and was resprayed; £375.—Pippbrook Garage, London Rd., Dorking 4304, 3891. [C1039

ROWLAND SMITH'S for sports cars.

395gns.—Singer 9 1951 4AB sports roadster, glass sidescreens, I.F.S.

345gns.—M.G. Midget 1947 T.C. 2-seater, fawn leather.

325gns.—Morgan 4/4 (November, 1947) sports 2-seater, 2 spares, Windtones.

325gns.—Sunbeam-Talbot 10 1940 sports 4-seater, exceptional.

265gns.—Frazer Nash-B.M.W. 1939 2-litre type 320 Continental sports saloon, l.h.d.

245gns.—B.S.A. Scout 1959 series 6 sports 4-seater, exceptional.

245gns.—Rover 12 1936 sports tourer, carefully used, excellent condition.

185gns.—Invicta 1934 4½-litre Corsica super sports 4-seater, telecontrols, dual ignition.

175gns.—A.C. 1955 16/56hp Greyhound sports saloon, ivory, radio.

165gns.—Hillman Aero Minx 1954 sports 4-seater, tonneau cover, unworn spare.

TERMS, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

VINTAGE AUTOS (proprietor Jack Bond).

RUN by an enthusiast for the enthusiast.

WE are probably the only dealers in the country who refuse to sell post-war "moderns" at any price and believe "the future is in the past," our stock of good, clean, pre-war thoroughbreds includes Vintage, Sports cars and Continental cars of every description; always 90 cars in stock.

HEAD office and main showrooms: 66, London Rd., Tooting. Tel. Mitcham 3951 and at our new branch for cheaper thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. Beckenham 2521. Our Tooting branch is open for inspection till 9 p.m. 7 days per week including Saturdays and Sundays. [C4039

BENTLEY 4½-litre, 1928 V.D.P. tourer, first-class condition; £550.—Playfoot, Wimbledon 5166. [3249

20 60 Vauxhall, 1930, V.S.C.C. register, B.R.G. and black, good condition; offers over £120.—Paterson, Lurgashall, Sussex. [3288

A RARE and beautiful Sprite 2-seater, 1957, manual box; £395 lowest.—Jones Garage, Syston, Leics. Syston 86257. [3397

£145—1936 M.G. P.B. airline coupe, 9hp, sparkling black, streamline body, good tyres, battery and mechanical condition.—31, Cloister's Ave., Bromley, Kent. [3245

1940 Fiat 500 4-seater, reconditioned engine, £260; 1939 Riley 12 manual box, excellent, £295; 1946 Citroen Light 15, excellent, £350:—Clairmonte Bros., Shanklin Rd., London N.8. Mountview 5285. [C1056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS 4.3 1939 d.h. fourtome coupe, fitted radio, heater, black, maroon, specimen; choice of two.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition.

ALVIS 1940 model Speed 25, Charlesworth sports saloon, dual exhausts, light grey, spotless.

ALVIS 1936 model Speed 25, f.d.h. coupe, blue and black, one owner, radio, etc.

DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box, engine just reconditioned and this car has to be seen.

DELAHAYE 1939 model 135M fixed head coupe, blue and black, Laystall rebuilt engine, Cotal gear box, immaculate car, blue and black.

FIAT 500B 1948 model, o.h.v. engine, convertible, showroom condition.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

ROLLS-ROYCE PII, November, '34, ride-control, Owen Gurney Nutting Continental f.d.h. coupe, recond. engine, brakes relined, new tyres and hood, radio, discs, bumpers, specimen.

ROLLS-ROYCE 1935 25hp ride-control Freestone semi-razor sports saloon, sliding roof, discs, etc.

ROLLS-ROYCE 1931 model 25hp Hooper 2/4-seater, fixed head sports coupe, superb condition.

ROLLS-ROYCE 20hp 1939 Hooper fixed head sports coupe, recellulosed blue and black, specimen.

ROLLS-ROYCE 25 (Feb., 1935), owner driver, black/beige leather, boot, discs, bumpers, absolutely immaculate.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

ALVIS 12hp Firefly saloon, £95; Alvis Speed 20 tourer, £165; Bentley 6½-litre tourer, £135; Citroen 15hp saloon, £135; Crossley 10hp saloon, £95; Ford 8, £145; Frazer Nash 12hp, £65; Ford V.8, £125; Hudson 26hp tourer, £145; Hillman 10 saloon, £55; Lanchester 10 saloon, £65; Lagonda 3-litre utility, £95; Lagonda 3-litre coupe, £95; Morris 8 saloon, £125; Morris 16 saloon, £45; Pontiac utility, £35; Railton coupe, £165; Riley 9 2-str., £85; Riley 9 saloon, £50; Rolls-Royce limousine, £75; Rover 10 saloon, £25; Salmson coupe, £75; Triumph 12hp saloon, £95; Wolseley 12 saloon, £35; Vauxhall 14hp saloon, £195.

IMMEDIATE insurance and easy terms on all cars, part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041/1

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A., M.A.A., R.A.C. appointed.

FROM over 150 cars in stock all plainly marked with year and price we select:—

FRAZER NASH Le Mans Replica, 1951, ex Sidney Greene, driven to victory by Stirling Moss when it won the 1951 British Empire Trophy, this well-known car has never failed to earn distinction when driven by Messrs. Moss or Salvadori, latest 140bhp B.S.1 engine fitted 1953, always faultlessly maintained regardless of cost; price £1,395.

MASERATI 2.9, ex-Tim Birkin, ex-Crampton, as described and illustrated in "Motor," dated 12 August, 1953 ("The Case of The Red Maserati"), complete with two spare cranks, two blocks, spare head, etc., etc. (about £certh), exhilarating performance from a fully road-equipped Grand Prix car; price £595.

MERCEDES-BENZ 500K fixed-head streamlined coupe this unique car won the Mercedes-Benz Club Concours d'Elegance in 1953; reputed ex-Carracciola; price £795.

ALSO two 1951 XK120s, two J.2 Allards, ex-Horsfall 2-litre Aston Martin, ex-Heath H.W.M., Alta, etc., etc., right down to a little 1933 J.2 M.G. at £125 (see under M.G.) wide choice of vintage Bentley and Rolls-Royce.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list. [C3041

£15.—Ford V.8 chassis, model 68, aluminium heads, good clean chassis in running order.—Downland 4740. [3408

ROYS offer: Wolseley 12 Daytona sports saloon, £165; also Riley 9 Monaco sports saloon, £150; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

JOHNSON & BROWN offer: 1949 Allard drop head coupe, £395; 1935 Th. Schneider 15hp Corsica sports tourer, £225; Lagonda M.45 4½-litre V.D.P. tourer, recent engine overhaul, £295; 1937 model Mercedes-Benz 540K supercharged cabriolet, £725; 1921 Rolls Silver Ghost, shooting brake, £50.—We urgently require good sports saloons and touring cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C3049

BARTLETT offers the following selected sports cars at competitive prices: Alfa-Romeo 100mph Farina coupe, recorded mileage 17,000, £795; Aston Martin 1939 2-litre 2-seater coupe, £395; Bristol 401 saloon, £1,450; Rolls-Bentley 3½ saloon, many extras, £475; Frazer Nash-B.M.W. Special 328 saloon, £450; Frazer Nash 1937 Shelsley 2-seater, £195; Healey streamlined saloon, exceptional condition, £525; Invicta Special 100mph 4-seater, £475; Lancia Aprilia, £325; Mercedes Type 500 cabriolet, works maintained, £495; Simca Shop model drop head coupe, £1,200; Sunbeam-Talbot 1953 coupe, £895; and many others.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Hem. 6041. [W4018/R

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

Sports Cars Wanted

MERCURY MOTORS

URGENTLY require good pre-war sports cars, M.G., Riley, Morgan, etc., top prices paid; write, tel. or call, giving full particulars and price required; our representative will call anywhere.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3013

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1946 Standard 8 d.h. 4-seater, black, very sound mechanically, £245.

WALTERS MOTORS, Ltd., 356, High St., Ponders End, Enfield. Howard 1646 or 1951. [5470

1948 Standard 8 saloon, excellent throughout; £335, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Standard 8 drop head coupe, immaculate; £285; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. (Opp. G.P.O.) [C3055

£265.—Standard 8 saloon, 1946-7, black with brown upholstery; or £89 deposit and 12 or 18 monthly payments.—Starnea Motors, 105, Cricklewood Broadway, N.W.2. Gla. 2480. [1134

ROYS offer Standard 8 drophead foursome coupe, 1947, good, taxed; £250; also saloon, £225; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

STANDARD 10

195gns.—Standard Flying 10, October 1958 de luxe saloon, blue, sliding head, leather, good condition, taxed; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 12

£175 each.—1939 Standard 12 saloons, also ditto 14hp, clean cars, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1947 12hp saloon, black, green upholstery, one owner, excellent condition, taxed; £345.—K. J. Motors, Ltd., Bromley. Rav. 3456. [3394

1947 Standard 12 drop head coupe, really beautiful condition, fully guaranteed; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1938 Standard 12 saloon, guaranteed; £140; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1948 Standard 12 drop head foursome coupe, cream, maroon head, very attractive, unrepeatable at £330, or £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

145gns.—Standard 12, 1955 Special Sports Tourer, silver grey, red leather, knock-on wheels, very good condition, taxed; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Model Standard 12 saloon de luxe, finished in grey with blue leather, very fine condition throughout, 2 owners from new, first registered December, 1947; £350.—Gordon White & Co., Ltd., Gerrards Cross 2077. [3254

£125!!! 1938 Standard 12 de luxe saloon, excellent mechanically, bodywork not quite up to standard; also choice specimen Flying Heavy 12 saloon, also another 1956 saloon; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 14

ACRES offer:—

1948 Standard 14, radio and heater, leather, blue, in immaculate condition; £375.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SCOTT CARS offer:—

1947 Standard 14 drop head coupe, black with red leather upholstery, car is 100% perfect; £365.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1948 Standard 14 saloon; £350.—Putney 5530. [3498

1947 Standard 14 saloon; £335, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Standard 14, grey, immaculate; £300, terms and exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

1948 Standard 14hp saloon, black, red leather; £365.—Seymour & Clements, Ltd., 38, Walford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

ROYS offer 1947 Standard 14 saloon, original, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

£375.—1948 Standard 14 saloon, black/beige leather upholstery, 24,000 miles, very carefully kept.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

TANKARD & SMITH, Ltd.—1946 Standard 14 saloon de luxe, finished in black with brown leather upholstery; £545.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025

STANDARD 16

£125.—1934 Standard Avon Special sports saloon, black, red leather, taxed, good tyres, exceptionally well maintained, late property of titled owner, any trial or inspection.—Auto Service, Havelock Rd., Hastings 4410. [3565

STANDARD VANGUARD

PHILIP RICKARDS, Ltd., offer:—

1953 Standard Vanguard Ph.II, black, low mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [C3051

CHARLES RICKARDS, Ltd., offer:—

1951 (Nov.) Standard Vanguard, finished Comet Blue with red leather, 16,000 miles, taxed, in exceptional condition throughout; £545.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1620. [C3050

W. J. BROWN, Ltd., established over 50 years.

1952 model Standard Vanguard saloon, Comet blue, blue leather, heater, radio, Tygan covers, one owner, 17,000 miles; £595.

339 Finchley Rd., N.W.3. Hampstead 4411. [C1029

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1952 Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio, taxed; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [C3004

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

DECEMBER, 1952, Vanguard, grey, grey vynide, £560.

VANGUARD, grey, grey vynide, heater, Phase I, registered 1953; £590.

BERKELEY Square. Gro. 4345. [3159

1953 Standard Vanguard Phase III saloon, 1,700 miles; £750.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

STANDARD Vanguard 1951 (Nov.) saloon, blue, red leather, heater, £525.—J. Fricker, Ltd., Park 5077. [C2016

1951 Standard Vanguard saloon, one owner; £445, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Standard Vanguard, one owner, 6,000 miles, heater, radio, leather and overdrive; £650.—Below.

1950 1951, radio, leather, heater; £485.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£595.—Standard Vanguard 1952, Phase I model, leather upholstery with loose covers and radio, foglamp, spotlamp.

£575.—Standard Vanguard 1952, Phase I, leather upholstery, in excellent condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2029

1952 Vanguard saloon; £550.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1949 Standard Vanguard saloon, black, radio, heater, leather; £395.—L. P. Dove, Ltd., 63, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

HILLWOOD MOTORS.—1952 Standard Vanguard Estate car, one owner, radio, heater; £695. Tel. Mill Hill 4232. [3495

1949 Vanguard saloon, leather, hire purchase, part exchange; 360gns.—Motility Car Sales, Ltd., 472-480, Lordship Lane, N.22. Bowes Park 1665. [2995

1950 Vanguard saloon, radio, seat covers, 27,000 miles, excellent condition throughout; £450.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1951 (July) Standard Vanguard saloon, metallic grey, grey upholstery, heater, one owner, mileage 28,000, new tyres; £500.—Sutton, Surrey. Tel. Vigilant 2891. [3424

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, manual, mileage, one careful owner since new; £475.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

1953 (Nov.) Standard Vanguard, latest type, blue, heater, 150 miles only; £745; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4025

1951 (Nov.) Standard Vanguard saloon, comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £575.—C. A. Pete, Ltd., 42, North Audley St., W.1. May. 5051. [C3045

1952 Standard Vanguard saloon, one careful owner, excellent condition, colour grey; offers wanted.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1075

395gns.—Standard Vanguard, December 1949 saloon, one owner, excellent condition, taxed; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Standard Vanguard saloon, grey with red leather, speedo 27,000, heater, H.M.V. radio, one private owner, excellent condition; £515.—Kingston House Garage, 70/1, Ennismore Gardens, S.W.7. Kensington 6726. [3500

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, Comet blue blue leather, 12,000 miles, heater, one owner, £549; 1951, black/brown or blue/red leather, choice 2 from £459; 1949, green/red leather, heater, loose covers, £379; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3994

STANDARD Vanguard saloon, 1949 (December), heater and loose covers, one owner, 27,000 miles only, very exceptional condition, £410 or £137 deposit and 18 monthly payments; also 1952 Vanguard with leather, heater and Tygan loose covers, one owner, bargain, £596 or £199 deposit and 18 monthly payments, exchanges.—Starnea Motors, Standard Specialists, 105, Cricklewood Broadway, N.W.2. Gla. 2489. [2817

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Vanguard estate required.—Cobb, 50, Harley House, N.W.1. [W1086

WANTED, Standard Vanguard, black, low mileage, good condition, fullest particulars.—Box 2059. [3513

FULL value paid for Vanguard or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1950 Standard Vanguard estate car, grey, red leather, heater, radio, low mileage, excellent condition; £565.

1947 Standard 8 saloon, finished black, excellent condition throughout; £295. [C1001

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Standard cars.—150 Park Lane, W.1. Grosvenor 3434. [0973/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

CASH immediately for good Standard.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard. May 5051. [W3045

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456.

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering. WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4732

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [0359/R

LANKESTER ENG. Co., Ltd. (distributor in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

1949 Studebaker Champion convertible, radio, heater, power-operated hood and overdrive, beautiful condition; £885.—Taylor & Crawley, 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4036

1951 Studebaker Commander, V.8 engine, convertible, hydromatic driver, power-top, radio and heater, fog lamp, spotlight and other numerous extras, light blue, Studebaker's most expensive car.—Joe Thompson Motors, Ltd., 97 Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

Sunbeam Spares and Service

CROWN wheels and pinions for every model of Sunbeam.—Barlow & Chidlaw, Ltd., Pendleton, Manchester, 6. [9321

SUNBEAM-TALBOT

DICKS

1947 Sunbeam-Talbot 10hp saloon; unrepeatable at £395.

1939 Sunbeam-Talbot drop head coupe, same as post-war, attractive; £295.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

SCOTT CARS offer:—

1950 (September) Sunbeam-Talbot 90 drop head coupe, satin bronze, red leather, 24,000 miles, perfect; £585.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

SUNBEAM-TALBOT

METROPOLITAN MOTORS (HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1951 Series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new and in excellent condition; £685.

1951 Sunbeam-Talbot drop head, one owner, perfect; £650.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [2358

AUTOMOBILIA, Ltd., offers:—

1949 Sunbeam-Talbot 80 4-door de luxe sunshine saloon, leather, heater, low mileage; £575.—Pippbrook Garage, London Rd., Dorking 4504, 3691. [C1089

WARWICK WRIGHT, Ltd., offer:—

1952 (Series) Sunbeam-Talbot 90 convertible coupe, radio and heater, black, 19,000 miles; £775.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

AUTOMOBILE & AIRCRAFT SERVICES Ltd.,

100% Rootes Group Dealers, offer:—

1949 Series Sunbeam-Talbot saloon, satin bronze, heater; £510; exchanges and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1950 Sunbeam-Talbot coupe, heater, radio; £625.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1949 Sunbeam-Talbot 90 saloon, one owner, Polychromatic green; £525.—Tel. Hove 39750. [3548

SUNBEAM-TALBOT convertible, 1939, reconditioned engine, good mohair hood; £240.—McCorkindale, Ter. 8888. [3548

GUY ALFREDS & Co., Ltd.—1953 Sunbeam-Talbot convertible, heater, 1,000 miles only, factory condition; £1,055.—6-7, Warren St., W.1. Euston 3268. [C1005

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1939, a nice bright little car in neat and tidy order and particularly good mechanically, excellent value for money at £295.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1948, black with red leather interior, an unrepeatable opportunity to obtain one of these economical and delightful looking cars in really good order throughout, several extras; £465.

CAMDEN MOTORS for Sunbeam-Talbots.—2-litre 14hp sports saloon, 1948, very fast compact looking car, stylish metallic finish, in particularly nice mechanical order, almost new tyres; £495.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1950 model, fitted built-in heater, bronze with red leather, outstanding order throughout; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, July, 1951, metallic finish with red leather upholstery, one fastidious and experienced owner-driver, the whole car in extremely good condition with heater and tailored seat covers; £715.

CAMDEN MOTORS for Sunbeam-Talbots.—Also one in pastel grey, May, 1951 delivery, at £695.

CAMDEN MOTORS for Sunbeam-Talbots.—90 drop head foursome coupe, 1951, similar 2¼-litre engine model to above, metallic bronze, bills, etc. available for servicing by local distributors, excellent condition; £695.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1952, just 15 months old, condition practically indistinguishable from new, black/brown; £795.

CAMDEN MOTORS, The Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue.

1950 Sunbeam-Talbot 90 saloon, bronze, excellent condition throughout; £510; terms, exchanges.—Hart's Motors, (Markyate), Ltd., High St., Markyate, Herts. Tel. 384. [3358

JACK ROSE, Ltd., offer 1952 90 Sunbeam-Talbot saloon, in bronze, almost unmarked inside and out, one careful owner, 12,000 miles; £785.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1950 (Oct.) Sunbeam-Talbot 90 Mk. I drop head coupe, one owner, new hood, immaculate; £595.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053

295 gns.—Sunbeam-Talbot 10, 1939 sports saloon, bronze, sliding head, fawn leather; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 (Feb.) Sunbeam-Talbot 90 saloon, black with red leather, fitted heater, genuine 24,000 mls., as new; £625; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2745

Sunbeam-Talbot Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. [0516/R

RROWLAND SMITH'S, The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Sunbeam-Talbot.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

Sunbeam-Talbot Cars Wanted

RROOTES

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111/R

PRIVATELY owned S-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Sunbeam-Talbot or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

TALBOT

TALBOT 10 saloon, 1937, grey with green leather, good order; £150.—Box 2062. [3516

1935 Talbot saloon, engine overhauled, good tyres, taxed and insured, in very good running order, genuine bargain; £95.—Box 1678. [2579

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs, many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

GATEHOUSE offer:—

1938 Triumph Dolomite saloon, maroon, excellent condition; £265.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Tel. Mountview 4444. [C2021

RUSSELL MOTORS offer:—

1951 Triumph Renown saloon, 18,000 miles, black with beige leather, fitted heater, supplied and serviced by ourselves since new and in really magnificent condition throughout; £625.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

1948 Triumph 1800 coupe, engine just overhauled; £495.

1947 Triumph 1800 coupe, engineer maintained; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1950 Triumph 2000 razor edge saloon, grey, one owner, heater, radio, 26,000 miles, exceptional throughout; £625.—407, High Rd., N.12. Finchley 0091. [C2055

H. A. SAUNDERS, Ltd., offer:

1951 Triumph Renown saloon, metallic grey with grey upholstery; recorded mileage 21,500; £675.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Triumph Mayflower saloon, as new; £585.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1953 Triumph Mayflower saloon, 5,000 miles; £625.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1947 Triumph 1800 Roadster, in cream, cream leather upholstery, twin spotlights, etc., immaculate condition; £410.

1951 (October) Mayflower, black, red leather, fitted with heater, in very good condition; £495.

BERKELEY Square. Gro. 4545. [3160

1950 (Sept.) Triumph Renown, maroon, unmarked; exchanges and terms; distance immaterial.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe East, Bournemouth. (Tel. Southbourne 43544.) [C4024

DOLOMITE 12 and 14hp engines and gear boxes; also new and s/h crown wheels and pinions.—Blakey & Dart, Ltd., Newland, Lincoln. Tel. 11079. [2908

1950 Renown black, beige leather upholstery, heater, demister, one owner, taxed; £695.—Below:

1949 Renown black, grey leather upholstery, radio, fog lamp, demisters, taxed; £595.

KJ MOTORS, Ltd., Bromley. Rav. 3456. [3395

1952 Mayflower black saloon, leather and heater, carefully used; £525.—Campbell Symonds—Wembley 6262. [C1037

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1951 Triumph Renown, 20,000 miles, one owner; £595; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Triumph Roadster, engine overhauled, new hood; nearest £595 accepted.—Clegg, 93, Smith St., Nelson, Lancs. [3310

2000 Roadster, champagne with red leather, heater, reconditioned engine, new battery, excellent condition, £525.—Tel. Farnborough (Kent) 696. [3457

TRIUMPH Mayflower, Comet blue, 1951, one owner, 12,000 miles; £475, no lower offer.—Stephenson, Hotel Lamont, Eastbourne. [3417

1952 (Nov.) Triumph Mayflower saloon, metallic grey, grey upholstery, heater, mileage 8,800, as new; £550.—Sutton, Surrey. Tel. Vigilant 2891. [3425

1947 Triumph 1800 Roadster, guaranteed, £360; also 1938 Roadster, guaranteed, £270; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£395.—1946 Triumph Roadster coupe, fitted recon. engine, immaculate condition; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 (June) Triumph 2000 Roadster, green, new hood, twin spotlamps and demisters, tyres excellent; £464 or near offer.—Tel. Leeds 23520 daytime. [3427

1952 (Nov.) Triumph Mayflower, black, red leather and heater, small mileage; £525.—Kentish & Thomson, Ltd., 564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1952 Triumph Mayflower saloon, in blue, fitted seat covers, 5,000 miles only by one very careful owner, absolutely as new; £555.—L. F. Dove, Ltd., Woking. Tel. 1282. [C1078

NAYLOR & ROOT.—1951 Triumph Renown, black, fitted heater, in new condition throughout; £675; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022/1

NAYLOR & ROOT.—1953 Triumph Mayflower saloon, grey, red leather, fitted heater, mileage 3,000; £625; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1949 Triumph 2000 Roadster, finished grey, recent new engine, excellent condition; £495.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [3063

1949 Triumph 2000 Roadster, beautifully maintained by enthusiast, fitted many extras and radio; £465.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

£595!!! 1950-1 Triumph Renown saloon, magnificent bodywork, just like brand new, chassis excellent, speedometer reads 17,000, but whole vehicle looks as though it had only done 5,000 miles; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Triumph Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower. May. 3051. [W3043

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0555/R

UTILITY CARS

JACK STONE & SON, offer:—

1950 Vanguard estate car; 1949 Hillman estate car; 1948 Hillman 10 5-seater, metal body; 1939 Ford V.8, 7-seater, solid ash and oak body, coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

BRADSTOCK MOTORS, offer:—

£450.—1949 Lea-Francis 14hp 4-door shooting brake, very attractive and roomy body, excellent condition throughout; three months' guarantee, terms, exchanges.—Chase Rd., Epsom. Tel. 633. [3503

A. Z. MOTORS for Utility bargains.

1948 Standard 12 coachbuilt utility, gift, £285.

1948 Austin A40 Countryman, a snip; £345.

1947 Bedford 10hp utility, second eng., htr.; £265.

1941 Ford V8 22hp utility, sound; £175.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

ROYS offer 1948 Hillman Minx genuine estate utility, low mileage, taxed; £385.

ROYS offer 1937 Packard 26hp Dagenham type utility, taxed; £185; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

UTILITY CARS

CHARLES FOLLETT, Ltd., offer:—

900 miles only, 1953 Hillman estate car, metallic grey, radio and heater, as new; £835.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

£425.—Hillman Minx estate car, 1948, Phase II, 4-door bodywork, ample luggage space.

FORDSON 10cwt estate car, new, 7-seater, fully folding seats, £610/5/10.

£650.—1951 Austin A70 shooting brake, 7-seater, folding seats, leather upholstery, heater and radio.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1953 Bedford 11/12-str. Roadmaster, ideal for private or passenger use, 9,000 miles, as new; £595.

1951 Hillman, latest type Estate, dual grey, low mileage; £565.

1952 Fordson 10cwt with ash 4-door coachwork, 8,000 miles; £585.

A. E. PALMER MOTORS, Ltd., Luton 4212. [5401

1952 (May) Fordson 10 utility, special 4-door model, 4,000 miles, one owner, cost £850; offered at £500.

GEE CARS, Ltd., 60-62 Queenstown Rd., S.W.8. Mac. 3363 [2945

£498 Alvis 14 1½-litre 1948 4-dr. utility, roomy wood body, excellent mechanically good tyres.

£275 Ford 10 1947 utility, oak panelled, superb mechanically, very smart; many others.

BENMOTORS, 1, Clarendon Rd., Holland Pk., W.11. Park 5066/7 (50yds Holland Park Tube). Exchanges, h.p. [C1017

MORRIS J type 12-seater Utility van, works mileage at list price.—Auto Service, High Halden, Kent. Tel. 214 [5363

£295!!!—Ford V.8 utility, fitted magnificent 4-door wood bodywork, in excellent condition, first regd. 1946, with modern front and wings.—Below.

£295!!!—1949 Bradford 10hp utility, excellent performance, tremendous economy.—Below.

£145!!!—1937 Ford 8, fitted excellent wood body, absolute gift.—Below.

£145!!!—1946 (reg.) Austin 10 soft top utility, engine just overhauled, excellent throughout, 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Morris Utilecon, excellent condition; £325.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [3527

£75.—Special offer, 1948 registered Humber, ex-Govt. wooden body utility, good runner, sound body; bargain.—Below.

£150.—1938 Ford 81A, wooden body utility, special bargain; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

CASS'S MOTOR MART.—1948 Martin Wolseley Utilecon, just repainted blue, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

COMMER 14hp 12-seater, £250; Humber 27hp 8-seater, £195; 1944 10hp Hillman, guaranteed, £525.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1949 (November) Jowett Bradford utility de luxe model with lined interior, 4-seater, mileage 22,000, £275, taxed.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [C4059

CAMDEN MOTORS offer 1951 Austin A70 estate car, beautifully equipped grained timber and metal body with rich leather upholstery to all seats, double doors at rear, built-in radio and heater, unrepeatable at £495.

CAMDEN MOTORS offer—1951 Standard Vanguard Utility, glass all round, accommodating five passengers, rear entrance and ample space for goods, several extras; £445.

CAMDEN MOTORS offer—1950 Standard Vanguard estate car, black/red leather, previously owned by wealthy country family, used chiefly for taking younger members of family to local prep. school, very moderate total mileage; £545.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055/1

1953 (Sept.) Austin A40 Countryman, 1,500 miles, heater; £675.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

GUY ALFREDS & Co., Ltd.—1951 Austin A70 estate car; superb 1952 Austin A40, coachbuilt estate car; 1940 Morris Utilicon, 1950 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

WALTER SCOTT, Ltd.—1950 Vanguard estate, 4-door, grey, red leather, heater, exceptional condition, one owner, £565.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

£595.—1954 model Bedford utility Dormobile 10-seater, mileage 300 only, black with maroon leather, taxed year, cash or terms.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924, Cheatham. [5445

425 gns.—Alvis 14 1947 4-door 5-seater shooting brake glass all round, removable rear seat, drop tail-board, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

DORMOBILE, 1953 (July), about 3,600 miles, one owner, immaculate, metallic grey, extras (bumpers, blinking indication lights, etc.); £670, exchange, hire purchase.—Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [5267

Utility Cars Wanted

WHY accept less for your utility vehicle shooting brake or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1952 55 Vanguard Estate wanted, private buyer.—Ordman, 19, Netherwood Rd., Northenden, Manchester. [5275

VAUXHALL 10

£195.—1938 Vauxhall 10 saloon, one owner, terms.—Norman Autos, 354, London Rd., West Croydon. Tho. 4657. [3466

1946 (Nov.) Vauxhall 10 saloon, perfect condition, black, brown leather; any reasonable offer accepted.—Bayswater 2949. [C1042

£195.—1938 Vauxhall 10 saloon, one owner, terms.—Norman Autos, 354, London Rd., West Croydon. Tho. 4657. [3467

VAUXHALL 14

1947 (March) Vauxhall 14 saloon, J model with radio, black; £340.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [2947

1947 Vauxhall 14 saloon, blue, immaculate condition throughout, taxed, £365.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1935 Vauxhall 14, excellent condition, one owner, black, bargain.—Edenbridge 3150. [5233

1946 Vauxhall 14 saloon, J type, black with brown leather upholstery, heater, exceptional condition; £325.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1947 (Nov.) Vauxhall J type 14hp saloon, blue, leather upholstery, taxed Dec., one owner, excellent condition; £375.

CAPITAL MOTOR Co., Ltd., Tudor Garage, Tottenham Lane, N.8. Mou. 5451. [2375

1948 Vauxhall 14 J type saloon, magnificent, guaranteed, £555.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1946 Vauxhall 14 saloon, black/brown leather, completely overhauled this year; £360; terms, exchanges.—Harts Motors (Markyate), Ltd., High St., Markyate, Herts. Tel. 384. [3359

125 gns.—Vauxhall 14, 1936 model saloon, grey, sliding head, leather, excellent condition, taxed; terms, exchanges; list; open 9-7, week-ends and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4014

VAUXHALL WYVERN AND VELOX

DICKS

1950 Velox saloon, carefully used; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1079

ACRES offer:—

1951 (August) Vauxhall Velox, light grey, heater, one owner, as new; £550.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Macaulay 2211-2. [C1002

RAYMOND WAY,

RAYMOND WAY of Kilburn,

RAYMOND WAY, the Hire Purchase specialists.

1952 Vauxhall Wyvern saloon, in extremely nice condition throughout, fitted many extras, negligible mileage; £49 guineas.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, square engine model, bargain, £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

W. J. BROWN, Ltd., established over 30 years.

1953 Vauxhall Velox, 8,500 miles, black, red leather, heater, one owner, £795.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1953 Velox, green, 2,300 miles; £770.—Box 2065. [5509

WYVERN 1954, new, heater; £750.—Welbeck 1965. After 7, Shepherd's Bush 5894. [5460

NEW 1953 Velox saloon, black, works mileage, extras, list price.—Box 2064. [5518

1952 Velox grey, grey upholstery, heater, excellent condition, one owner, taxed; £665.—Below.

1947 14hp saloon, sliding head, one owner, black, brown upholstery, carefully used, taxed; £585.—Below.

1946 14hp saloon, sliding head, black, brown upholstery, loose covers, reconditioned engine, excellent condition, taxed; £550.

KJ MOTORS, Ltd., Bromley. Rav. 5456. [5595

1950 (December) Vauxhall Velox, grey/red leather, heater, spotlamp, reversing light, taxed December, £485.

CAPITAL MOTOR Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mon. 5451. [5858

1953 (November) Velox, dark blue, 700 miles, carefully run-in; £795.—Penrose, Newlands, Perivale Lane, Perivale 9148. [5419

VAUXHALL Velox saloon, 250 miles only.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN AND VELOX

1950 Vauxhall Wyvern, one owner, black/brown leather, fitted radio, excellent condition; £425.—Haskins, Ladbroke 1155. [C3027

1951 Vauxhall Wyvern, exceptional order; £545.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1951 E type Vauxhall Velox, finished beige.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [5292

1949 Wyvern saloon, excellent condition, guaranteed; £455, exchange and terms.—Palmers, 3, Russell Gdns. Mews, Kensington, W.14. Park 9704. [C3054

NAYLOR & ROOT.—1951 Vauxhall Velox, green, fitted heater, good value; £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

VAUXHALL Wyvern, September 1950, green, perfect condition, 25,000 miles; £495.—477, Great Cambridge Rd., Cheshunt, Herts. Howard 2536, business hours. [5377

1951 Wyvern, grey, excellent condition, regularly serviced, heater, reversing light, and special floor mats, original owner; £525; Cheltenham area.—Box 2056. [5512

1953 (September) Vauxhall Velox, 1,800 miles, black, red leather, heater, link mats, windscreen washer; £825.—Maycock, Market Place, Stowmarket. Tel. 457. [3486

VAUXHALL Velox, 1953, black, radio, heater and screen washer, one owner, under 9,000 miles, spare unused, immaculate condition; £775 o.n.o.—Boyer, 30, King's End, Ruislip 2182. [5222

1949 model Vauxhall Velox, heater, chauffeur serviced, superb condition, black, brown leather upholstery, reconditioned engine; best offer over £400.—Sloane 4500. Rickmansworth 2615. [5357

1949 Vauxhall Velox saloon, black, fawn leather, one owner, low mileage, excellent condition, choice of two from £450, guaranteed.—King's Motors, 1, High St., Hounslow. Tel. 3552. [C2049

VAUXHALL Velox, 1952, square engine, 13,000, black, red/grey interior, heater, screen wash, wing mirrors, clean, good all-round condition; £650 o.n.o.; no dealers.—8, Middlebrook, Brayton, Selby. Tel. Selby 114. [3025

1951 Vauxhall Velox saloon, finished green, leather interior, fitted with seat covers, electric clock and heater, nominal mileage, in excellent condition throughout; £535.—Robbins, East Putney. Tel. 4581. [C3010

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox saloons, green/brown or black/brown leather, heater, radio, one owner; choice four from £389; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1953 Wyvern saloon, leather upholstery, under 5,000 miles, professionally run in, built-in radio and heater, screen washers, link mats; £795.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4 [C3063

1952 Vauxhall Velox, black, excellent condition, red/grey leather, radio, heater, screen-washers, spotlight, luggage rack, newly rhod, spare unused, genuine 21,000 miles, owner returning Australia, best offer; business hours.—Tel. Lon. 7799. [3378

Vauxhall Wyvern & Velox Cars Wanted

FULL value paid for Velox or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 23

1931 Vauxhall 23hp saloon, brown leather, very good condition; £65.—Macaulay 2211. [C1002

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

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THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150 Park Lane, W.1. Grosvenor 3434. [0975/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

Vauxhall Miscellaneous Cars Wanted

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ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

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SWILL purchase modern Vauxhall cars.

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VAUXHALL cars, post-war models, urgently required.—Gollys Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

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URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

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£275.—1939 Wolseley 10 saloon, immaculate; terms.—Norman Autos, 354, London Rd., West Croydon. Tho. 4657. [3468

£285.—1939 Wolseley 14, black and chrome, spotless condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£275.—1939 Wolseley 10 saloon, immaculate; terms.—Norman Autos, 354, London Rd., West Croydon. Tho. 4657. [3469

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MAIN distributors for all Allard models.

'PHONE or write for details or demonstration. [0480/R

DAGENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. 56 Park Lane, W.1. Hyde Park 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3588. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE, Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0507/R

SCOTTISH distributors 3-litre saloon and coupe, immediate delivery. JAS. H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7131/R

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc., 19. Rus 2874/5. [0825/R

KINGSTON-ON-THAMES.—Alvis Agents for Sales and Service; new Alvis ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [N4055

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

NEW Armstrong Siddeley Sapphire demonstration saloon available; reasonable delivery position for orders placed now.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [N4001

HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [0605/R

DEMONSTRATIONS in the Pedigree car with the jet-bred engine can be arranged with the Sapphire owner agents—Wilsons, 34, Acre Lane, S.W.2. Brixton 4011. 1, Dorking Rd., Epsom, Surrey. Epsom 3901. [0524/R

AUSTIN

C

M

THE CAR MART, Ltd., London Austin distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. [0551/R

BURGE & INGLIS.

IMMEDIATE delivery new Austin A30, part exchanges cars or motor cycles.—Dudden Hill Lane, Willesden 4869. [N4016

ROWLAND SMITH'S for Austin.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

MEBES & MEBES Ltd. (est. 1893).

THE Austin People.

A40 van in colour at list price from stock; early delivery all other models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

H. A. SAUNDERS, Ltd., of Worcester.

AUSTIN Main Agents.

MODELS available for demonstration.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

AUSTIN A70 saloon for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

AUSTIN A40 pick-up, finished in beige, price including purchase tax; £487/18/6.

BREW BROS., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3353. [N1083

NEW Austin A70 Hereford sal., sun roof, black/brown leather, immed. delivery; £900/14/2.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [N4029

NEW Austin A30 saloon.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [N2056

AUSTIN A40 Countryman, finished green, fitted heater; £740.—Robbins, East Putney. Tel. 4581. [N3010

NEW Austin A70 fixed head saloon, finished in black with leather upholstery and fitted heater, demister and electric clock; including Purchase Tax, £889/7/6.

BREW BROS., Ltd., 133 Old Brompton Rd., S.W.7. Fremantle 3353. [N1083

AUSTIN

NEW Austin A70, black, sun saloons for immediate delivery. Chains of Ealing. Per. 4404/5. [C1045

PRIDE & CLARKE, Ltd.—Immediate delivery most models; exchanges, terms.—257, Brixton Hill, S.W.2. Tul. 3664-5. [0753/R

SOUTHGATE area, N.13, N.14 and N.21.—Direct agents for all models; open 8-6 week-days, Sundays 9-12.

SPRINGFIELD GARAGES, Ltd., Pal. 5576/7; evenings, Pal. 8974.—Winchmore Hill Rd., Southgate N.14. [0272/R

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Fremantle 3353. [N1083/R

IMMEDIATE delivery, Austin A70 saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

L. F. DOVE, Ltd., main dealers and vehicle distributors, Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R

TO be sure of your new Austin car choose from the range of A40 models and A70 saloons available; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

H. A. SAUNDERS, Ltd., retail dealers, accept orders for delivery in rotation; A40 van and A70 saloon, available for immediate delivery.—326-350, Euston Rd., N.W.1. Euston 4511. [N4040

KINGSTON-ON-THAMES.—Austin Agents for Sales and Service; new A30 saloon, ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [N4055

H. A. SAUNDERS, Ltd., retail dealers, accept orders for delivery in rotation; A40 van, A40 pick-up and A70 saloon, available for immediate delivery.—326-350, Euston Rd., N.W.1. Euston 4511. [N4040

NEW A70 Hereford sun saloon, Windsor grey and blue hide, in stock for immediate delivery; £900/14/2.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [N3025

IMMEDIATE delivery, Princess saloon, colour black; also A70 saloon, A70 Countryman, A40 Countryman and A40 van; exchanges and deferred terms.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0263/R

SHEERLINE and Princess saloon, 16hp hire car, A70, A40, A30 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155. Streatham 7562. [0889/R

BENTLEY

CAR MART, Ltd.,

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0569/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5 Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE Station, Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Bonds, Sharp's commercials, Minitrucks and Minivans for immediate delivery; new C type Bond approximately 14 days' delivery; special offer of Bond new and unregistered 1952 B type Minicars at the greatly reduced price of £239/16/3 including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044 (20 lines). [0659/R

PRIDE & CLARKE, Ltd.—Bond Minicar distributors; see, try, pay deposit and drive away in the world's most economical light car; all the latest models from £250 or £80 deposit, balance over 18 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [0662/R

BORGWARD

METCALFE & MUNDY, Ltd., main distributors for Borgward Hansa diesel and sports cars; 9 different models; immediate delivery.—280, Old Brompton Rd., S.W.5. Fre. 5471/2186-7. [N3064

BRISTOL

KEVILL-DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [N2054/R

FRIARY MOTORS, Ltd., Old Windsor, Windsor 2002. Agents for Berks. Latest 403 model available for demonstration. [0964/R

BRISTOL

BRISTOL in the Western Counties, new and used models service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [0351/R

ANTHONY CROOK.—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 2252-3. [N1065/R

SCOTLAND and Northern England, latest type 403 for immediate delivery contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0752/R

BUICK

BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0596/R

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0526/R

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R

CITROEN

A

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [N1000

C.M.I. CAR SALES.

OFFICIAL agents Citroen cars; quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6625. [N1051

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

H. W. MOTORS, Ltd., offer:—

CITROEN Light 15 de luxe saloon, finished metallic red with maroon leather upholstery, sunshine roof; £985.—H. W. Motors, Walton-on-Thames 2404-5-6. [N2042

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2002-3. [0892/R

CITROEN Light 15 saloon, grey with red hide, immediate delivery.—Robbins, East Putney. Tel. 4581. [N3010

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

CITROEN Light 15, in sunset grey with red leather, for immediate delivery; early delivery Big 15 and 6-cylinder.—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [C2061

DAIMLER

NEW Daimler Conquest saloons for immediate delivery.—Chain of Ealing. Perivale 4484-5. [N1045

DORKING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1088

C. A. PETO, Ltd.—Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May 3051. [N3045

KINGSTON-ON-THAMES.—Daimler Agents for Sales and Service; new Daimler ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [N4055

NEW Daimler Conquest for immediate delivery, black/red, part exchange, h.p. terms.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [3527

DELAGE

SELBORNES, World Concessionaires.—82, Park St., W.1. [0661/R

DELAHAYE

SELBORNES, World Concessionaires.—82, Park St., W.1. [0662/R

FORD

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042

BURGE & INGLIS.

IMMEDIATE delivery new Ford Popular; part exchanges cars or motor cycles.—Dudden Hill Lane, Willesden 4869. [N4016

GATEHOUSE MOTORS.

FORD dealer stockists, sales and service; for early delivery of all models; terms and exchanges.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

R. C. WIMBUSH, Ltd.

EARLY delivery Ford Zephyr; reasonable delivery all other models.

312 Earls Court Rd., S.W.5. Fremantle 8401. [N4056

H. W. MOTORS, Ltd., offer:—

FORD Zephyr saloon, finished black with red leather upholstery, fitted heater; £795.—H. W. Motors, Walton-on-Thames 2404-5-6. [N2042

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ROWLAND SMITH'S for Ford.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4866. 374 Ealing Rd., Alperton, Middx. Perivale 5388. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [N1066

A NEW 1954 model Zephyr, immediate delivery, choice of colour.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [C2051

NEW 10hp Ford shooting brakes and travellers' cars, quick delivery.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [N2022

IMMEDIATE delivery, Ford Popular saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

IMMEDIATE delivery, Ford Zephyr saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

PRIDE & CLARKE, Ltd., for your new Ford, exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0734/R

IMMEDIATE delivery Ford Zephyr saloon, finished in Dorchester grey, including Purchase Tax: £754/15/10.

BREW BROS., Ltd., 153 Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

FORD Zephyr, black, red thr. heater; £795/0/10, ex. wks.—The Goldings Park Motor Co., Ltd., Basingstoke Hants. Tel. 241. [N2065

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers. Popular Consul and Zephyr from stock.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

KENTISH & THOMSON, Ltd., Ford dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477 [N2047

TO be sure of your new Ford car choose from the range of Consul, Zephyr, Zodiac and Popular models for early delivery; full market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales: Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chenies St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

MAKIN & HARRISON, of Chiswick, for immediate delivery of Ford range; Popular, Consul, Zephyr and one 1955 Anglia 8hp black saloon; sell or exchange your present car, motor cycle or combination.—462-6, High Rd., W.4. Chiswick 0558 and 2619. Open weekdays till 7. Thurs. 1 p.m.

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REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R

GOLIATH

METCALFE & MUNDY, Ltd., main distributors for Goliath direct fuel injection cars; immediate delivery.—280 Old Brompton Rd., S.W.5. Fre. 5471/2186-7. [N3064

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HILLMAN Minx coupe, black with beige leather, new and unregistered, immediate delivery owing to cancellation; £723/12/6.

WALTERS MOTORS, Ltd., 356, High St., Ponders End, Enfield. Howard 1646 or 1951. [3471

HILLMAN.—L. F. Dove, Ltd., main dealers for Woking and district.—White Rose Lane, Woking. Tel. Woking 1282. [N1078

ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2 [N5011

HUMBER

HENDON CENTRAL GARAGE Ltd., offer:—

IMMEDIATE delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [N2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers.

NEW Humber Hawk saloon, immediate delivery, at list price; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

FAVOURABLE delivery of Humber Hawk saloons at the new price of £986/14/2, including Purchase Tax.

BREW BROS., Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

IMMEDIATE delivery new Humber Super Snipe saloon finished in black with red upholstery, at the new reduced price of £1,396/10/10.

BREW BROS., Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083/1

HUMBER Super-Snipe and Hawk saloons, available at the new reduced prices. Part exchanges and gradual payments scheme available.

McKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3020

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe, immediate delivery.—Lewisham Bridge, S.E.13, Lee Green 8585. [0720/R

HUMBER

NEW Hawk, black and red, no extras, in stock for immediate delivery, £985/14/2, ex works.—Northern Motors of Harrow, 186-194 Pinner Rd., Harrow 4444. [N5025

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-6452. [0867/R

NEW Humber Hawk, immediate delivery, part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2-3. [N4008

ORDERS accepted now for new Humber Super Snipes and Hawks; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N5011

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ENGLAND'S largest Jaguar distributors.

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MANCHESTER: 1—5, Peter St. (Blackfriars 7843.) [0153/R

JAGUAR XK120 coupe

CLARKE'S, of Pirbright, Pirbright, Surrey. Brookwood 2201. [C1049

ROWLAND SMITH'S for Jaguar.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Marylands 4818. [0439/R

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IMMEDIATE delivery new Javelins.

SALES staff available throughout the week-end.

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COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 9144. [N5028/R

NEW de luxe Javelin in grey and red leather.

CLARKE'S, of Pirbright, Pirbright, Surrey. Brookwood 2201. [N1049

GROSVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). [0255/R

JAVELIN de luxe and standard saloons in stock.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

KINGSTON-ON-THAMES.—Jowett Distributors; new models ex-stock; choice of colours.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [N4055

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0509/R

LAGONDA

PIPPBROOK GARAGE.—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 3891. [0159

LANCHESTER

CUY SALMON AUTOMOBILES offer:—

NEW Lanchester 14 saloon, three, one at £1,179/15/10; current list price now £1,414/19/2.—Portsmouth Rd., Thames Ditton. Emperbrook 5551-2-3. [N4001

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WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

MERCEDES-BENZ

BUCKS, Beds, Herts, Cambs and Hunts main distributors.—Welwyn Service Depot, Ltd., Welwyn Garden City. Hatfield 2178. Enquiries invited for early delivery. [0611/R

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators, part exchanges and terms.—Hyde Park Corner, 55, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [N4056

MERCEDES-BENZ.—Official distributors for Hants, Dorset, Wilts, Somerset, Devon and Cornwall; (agency applications considered); early deliveries.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tela. 43544 and 43545 Southbourne. [N4024

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock. Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. [0862/R

MERCEDES-BENZ

MERCEDES-BENZ, distributors for Surrey and Sussex; all models available; write for full details.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057

M.G.

ROWLAND SMITH'S for M.G.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

PRIDE & CLARKE, Ltd.—M.G. agents, exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0511/R

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model TF sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0529/R

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BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7759. [0510/R

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N5018

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ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

MEBES & MEBES, Ltd. (Est. 1895).

MORRIS specialists past 50 years.

EARLY rotational delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N5012

NEW Morris Oxford de luxe saloon, green with green leather; £725.—Robbins, East Putney. Tel. 4581. [N5010

IMMEDIATE delivery, Morris Oxford saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

IMMEDIATE delivery Morris Oxford; choice of colours.—Bells Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. [N1016

PRIDE & CLARKE, Ltd., for your new Morris; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0735/R

NEW Morris Oxford saloon, de luxe model, part exchange, h.p. terms.—Halls (Pinchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5528

KINGSTON-ON-THAMES.—Morris Agents for Sales and Service; new Oxford saloon ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [N4055

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons; choice of colour.—39/43, Eden St., Kingston-on-Thames. Tel. Kin. 3151-4. [0264/R

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0682/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5 [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

PARAMOUNT

PARAMOUNTS now available: Camden Motors, Ltd., the sole distributors for Paramount cars in Great Britain, have a limited number of these new and exciting 10hp 4-seater roadsters available for immediate delivery, list price £625, plus purchase tax £261/10/10; illustrated brochures supplied on request; call, write or phone for full details; appointments can be made for a demonstration of this graceful, thrilling new car between the hours of 9 a.m. and 8 p.m. Mondays to Saturdays at the main showrooms of Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines), who also have available one brand new and unregistered Paramount roadster imperceptibly shop soiled, at the inclusive price of £695. [C1055

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LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May. 5585. [0696/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0990/R

PONTIAC saloon, r.h.d., brand new, as shown at Earls Court, maroon, fitted with all extras, immediate delivery, part exchanges and hire purchase facilities.—Ryland Garage, Ltd., Ryland St., off Broad St., Birmingham, 16. Edg. 1166/7. [2985

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COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. Cables Cobunwagen, London. [0372/R

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WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/2 purchase tax, 50 mpg, 65 mph, the lowest priced car on the market; terms.—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. [0531/R

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AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

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CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

C. A. PETO, Ltd.—Appointed agents, Riley Sales and Service.—42, North Audley St., W.1. May. 3051. [N3045

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

PRIDE & CLARKE, Ltd., for your new Riley; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0771/R

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MAREFAIR, Northampton. Tel. 4540. [0520/R

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'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R

KJ MOTORS, Ltd., Bromley main agents, offer delivery on all models.—Rav. 3456. [0287

CROYDON Main agents Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0063/R

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1660

IMMEDIATE delivery, Rover 75 saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R

ROVER 75, green, with green leather, radio, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5 Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. [0901/R

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

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PRIDE & CLARKE Ltd.—Simca main agents, immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0313/R

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [C1018

MAYFAIR GARAGES, Ltd.—The new 1954 1¼-litre Aronde de luxe saloon, finished in grey, list price £632, plus £264/9/2 P.T.; one now available for immediate delivery from stock; send for full catalogues.—Mayfair Garages, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats 9-1. [N3009

SIMCA.—Here is a fascinating car to drive that will impress your friends; it combines the comfort of an economical family saloon with the lively performance of a sports car; but this is only half the story; the other half you will tell us after your personal test and experience; to be sure of immediate delivery book this car now from

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THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [0757/R

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R

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BURGE & INGLIS.

IMMEDIATE delivery new Standard 8, new Phase II Vanguard; part exchanges cars or motor cycles.—Dudden Hill Lane, Willesden 4869. [N4016

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IMMEDIATE delivery, Standard Vanguard Phase II, black, Tygan upholstery, part exchange welcomed.—Kingston Vale, S.W.15. Kin. 8333. [C4060

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

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D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

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L. F. DOVE, Ltd., offer early delivery of all new Standard models.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

IMMEDIATE delivery.—Vanguard Ph. II saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

C. A. PETO, Ltd., offer immediate delivery of new Phase II Vanguard saloon and estate car; list price.—42, North Audley St., W.1. May. 3051. [N3045

C. A. PETO, Ltd., accept orders for early delivery of new Standard 8; inspect this model at our showrooms.—42, North Audley St., W.1. May. 3051. [N3045

STANDARD 8, demonstrations and bookings.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard, many other new cars available; terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0743/R

KENTISH & THOMSON, Ltd., Standard and Triumph Dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [N2047

NEW Standard Vanguard saloons and estate car for immediate delivery; part exchange, h.p. terms.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [3525

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IMMEDIATE delivery new Standard 8hp, black; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2-3. [N4008

TO be sure of your new Standard car choose the new Standard 8 for early delivery or the Vanguard saloon for immediate delivery; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo. available.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0052/R

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STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

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HENDON CENTRAL GARAGE, Ltd., offer:—

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MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0532. [0413

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600-4632. [0869/R

ORDERS accepted now for new Sunbeam-Talbots; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N3011

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ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

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PRIDE & CLARKE, Ltd.—Immediate delivery Triumph Renown; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0741/R

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0285

C. A. PETO, Ltd., offer immediate delivery of new Triumph Renown; list price £1,156/11/8.—42, North Audley St., W.1. May. 3051. [N3045

TO be sure of your new car choose the Triumph Renown for immediate delivery; current market value for your present car subject to inspection.

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IMMEDIATE delivery Triumph Renown saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-45, Eden St., Kingston. Tel. Kin. 3151-4. [0893/R

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

NEW 1953 Velox saloon, black, works mileage, extras; list price.—Box 2064. [3519

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KENTISH & THOMSON, Ltd., Vauxhall Dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [N2047

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1079

J. GILDER and Co., Ltd., Distributors, South Yorkshire and North Derbyshire, 16, Cambridge St., Sheffield, 1. Tel. 26358/9. [1616

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EW
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IMMEDIATE delivery new 6/80 saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

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SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rea, 36, Mackenzie St. Tel. Slough 20501. [0132/R

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SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rons, Ltd., 5, Choumert Rd., Peckham, S.E.15. New Cross 2103. [9064

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—5-6, Emmanuel Mews, S.W.7. Kensington 4020. [0551/R

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BRADFORD, Yorks.—Eric S. Myers, Ltd. No worry Depots, Drill Parade, Belle Vue, Bradford 25605. [0770

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [0769

PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [2221/R

EXCHANGE

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. N. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0651/R

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential, immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

EXCHANGE your car for a new or used motor cycle or combination, we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice, terms over 18 months.—Pride & Clarke Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0056/R

EXCHANGE

1953 (August) Vauxhall Wyvern, 5,000 mls., as new, part exc. post-war 8hp saloon, or sell; £715.—Davies, 5, Ransom Rd., Woodbridge, Suffolk. [5423

RON McKENZIE invites you to his Motor Cycle & Car Exchange Centre at 961, Chester Rd., Stretford, 2 miles 8th, Manchester, open to 8 p.m. and week-ends; terms if required. [0625

AGENTS WANTED

AN attractive proposition to wholesale distributors to market a new preparation which is greatly needed by the motorist for the prevention of accidents. It will prevent the windscreen from misting and frosting and will give a clear view to the driver. Produced by the well-known firm with a great reputation right through the world; for being original.—The Furmoto Chemical Co., Ltd., 1-5, Brixton Rd., London, S.W.9. [5260

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RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0222/R

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 6000. [5171

MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. [0162/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail all makes available. [0116/R

COACHBUILDERS AND BODIES

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., Shepherds Bush, W.12. She. 2251. [0275

GROUT & Co. (COACHBUILDERS), Ltd., 2, Iffley Rd., Hammersmith. Riverside 1048.—All types of coachwork. [0509/R

TICKFORD, Ltd., coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558.—Repairs executed of every description. [M4029

LAWTON-GOODMAN, Ltd., specialist coachwork conversions to shooting brakes and camping cars.—155, Cricklewood Broadway, N.W.2. [M2022

JACK BARCLAY Coachbuilding Works can undertake all classes of repair work at their Merton Factory, Lombard Rd., S.W.19. Liberty 7222/7. [M1082/R

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, recellulosing, trimming and conversions; special facilities for overseas visitors.—Mortlake Rd., Kew. Ric. 5625/6. [0348/R

BUCKET seats, large selection including:—Light steel frames 25/-, upholstered Vynide spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 63/-, 16in 65/-, trimmed Connolly hide, Dunlopillo £8/15; back lights (rear windows) from 26/6, cycle type wings, steel and light alloy, window channelling, aluminium sheeting, mouldings and sections, body fittings, stamp, list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

CLEARANCE bargains: 40in deep pile car carpet, rubber backed various colours, 52/6 yd.; remnants 54in heavy velour head linings, fawn or grey, 7/6 yd.; coloured hoodings, mohair nylon, etc., 54in 22/6 yd.; 72in 27/6 yd.; polished rear lights, 27/6 each; Vynide leather cloth, 50in, 10/- yd.; over 200 beadings, mouldings, trimmings, Perspex fittings, etc.; everything for your own repairs; for new 50-page price list with practical hints and tips send P.O. 2/- and a stamp.—Wings, 195, High St., West Wickham, Kent. [M4061

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MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [0894/R

FINANCIAL PARTNERSHIP, ETC.

WANTED, hire purchase firm to finance pre-war car sales.—Box 1964. [5225

LAMPS, ETC.

YELLOW headlamp bulbs for Continental driving available for most makes.—Beverley Motors, Alric Ave., New Malden. Malden 4405. [1528

OFFICE FURNITURE

24 5ft×2ft 9in steel two-topped desk, 42in high with 10in top shelf, for disposal, with 25 tubular steel chairs and two 2ft 6in×2ft 9in steel desks.—Reply to Box 6675. [9653

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R. & J. PARK, Ltd., 143/5, Fenchurch St., E.C.3. Mansion House 5085. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R

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THE MOTOR PACKING Co., Ltd., London Colney, Herts (Tel. 3146), specialists with 40 years experience in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R

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J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. [7194

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BRIGHT ideas on motoring are worth money. "The Star" will publish daily a large selection of tips and wrinkles sent in by readers which show better or easier ways of doing the everyday job. See "The Star" and send in your bright idea. There are cash prizes for those published. [3268

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SECONDHAND portable single or double garage.—Fraser, 27, Platts Lane, N.W.3. [3266

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AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you?
CROWN wheels and pinions; large stock for most makes new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Front axles and rear cases, torque shafts, torsion bars, etc., straightened and heat treated.—56a, High St., Wimbledon. [0586/R

BATTERIES, CHARGERS, ETC.

STORAGE batteries.—Finest possible specifications, dry, uncharged 12v 75ah, heavy duty, 19 plates, separate cells, in hardwood cases; £7/17/6, delivery 9/6.
12v 22ah, almost similar specification, surprisingly powerful; £3/12/6, delivery 7/6.
6v 150ah extra heavy duty, 25 plates, separate cells in Hardwood crates; £6/17/6, delivery 8/6.
6v 90ah, 15 plates, hard rubber cells, also suitable for cars, tractors, lorries, etc.; £3/7/6, delivery 7/6.—Below.
CHARGERS.—10amp 12/24 or 24-volt heavy duty selenium metal rectifiers, input 220/250v AC, fullest adjustments on both sides; £12/7/6, delivery 10/-.
TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington. [0368/R

50/-—Brand new 6-volt batteries; 12-volt, 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Bowes Park 3500. [0839/R

47/6!!—Battery prices down again!! 6-volt 9-plate 47/6; 6-v 11-p 56/6; 12-v 9-p 92/6.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0828/R

BATTERIES!!! Super quality, brand new, guaranteed, 6-volt 60-amp, 55/-; 12-volt 60-amp, 110/-; carriage extra; complete stocks, lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0923/R

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year, immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday. [9881

BRAKES, CABLES, ETC.

BRAKE cables
BRITAIN'S most comprehensive service; any make supplied from stock, genuine Bowden materials.
THOS. RICHFIELD & SONS, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines, Ext. 1938). [0069/R

BRAKE cables, reconditioned as new, trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke 3841. [0014/R

BRAKES, immediate delivery all spares, cables and shoes for Girling, Bendix and Lockheed systems; trade enquiries invited.—The Headingley Motor & Engineering Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 52627-8. [0635/R

CAMSHAFTS

CAMSHAFTS, worn or damaged cams built up and reground to original profile and lift.—Moore & Ellis (London), 1946, Ltd., 87, Scoresby St., London, S.E.1. Wat. 7261 [0262/R

CARBURETTORS, ECONOMISERS

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ZENITH carburettors
STROMBERG and S.U. carburettors
GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot. —Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (3 lines) [0833/R

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CARBURETTORS and pressure pumps
SERVICE tuning repairs
SOLE distributors
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ZENITH spares, replacement units for most makes in stock.
THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [M2011

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).
OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.
S.U. and A.C. fuel pumps; prompt postal service. [0103/R

S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.
MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station) [0260/R

CARBURETTORS, ECONOMISERS

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323/R

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666, authorised main S.U. stockists, and fitting station.—209, Balham High Rd., S.W.17. [0525/R

VOKES Gasmaster for increased mileage; prices of all models, 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. [0575/R

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters, prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R

TWIN carburettor units for 25% increase in power, only 5% extra petrol. Derrington assemblies for Austin A30, Minor ohv, £17/10; Ford 8 and 10, £25; Minor sv, Morris Oxford, 750 Renault, £26; other types being developed; stamp, list.—Derrington, 159-161, London Rd., Kingston 5671-2. [M1071

CAR CARPETS

WOOL pile and rubber carpets tailored to fit your car.—Jack Barclay Service Works, Lombard Rd., S.W.19. Liberty 7222/7. [M1082/R

WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.
UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps; prompt delivery, carriage paid.
THE CAR MAT Co., Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. [0164/R

CAR COVERS

"SILVERNOIL" car covers, new process silver sheeting, 100% waterproof, welded seams, reinforced eyeletting, 9ft×8ft, 27/6; 12ft×9ft, 37/6; 15ft×12ft, 59/-; 18ft×12ft, 77/6 post 2/-. Heavy cotton duck sheets, rubber faced, waterproof, untearable, eyeletted, 6ft 6in×7ft 6in, 30/-; 13ft×7ft. 6in, 60/-; 18ft×12ft, 140/-; 19ft×13ft, 150/-; post 2/6. Dust sheets, made from superfine parachute material, complete cover for 8-12hp, 40/-; 14-30hp, 60/-; post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkswood 2705. [0321/R

CHROMIUM PLATING

REFLECTORS heavily resilvered, lacquered, to our 5-year durability guarantee; 8/-; 12 hours' service. —Tewkesbury Plating Co., Tewkesbury, Glos. [8387

HEADLAMP reflectors heavily electroplated, 100% silver, mirror finish guaranteed, 5/9 each; returned day received; send P.O.—R. E. Packer, Sion Place, Clifton, Bristol. [0308/R

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Pad. 5995. [0032/R

CUT your plating costs on rechroming all car fittings, highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices; write for new illustrated list, price 6d.—895-921, Fulham Rd., London, S.W.6. Renown 6174 [7202

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STOCKS & SON, Ltd.
RECONDITIONED crankshafts, with bearings, for sale or exchange; most makes in stock, private and commercial.—Bal. 4925. 11, Balham Grove, S.W.12. [0763/R

CYLINDER BLOCKS

REPAIRED without distortion by electrodeposition at 60° Fahr; no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Plateanweld, 4a, Loftie St., S.E.16. Bermondsey 1486. [0020/R

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. [0783/R

ENGINES rebored on your premises without removal from chassis, Van Norman process Hepolite piston. —Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [0037/R

FOR first-class service and outstanding workmanship. —Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2, and 169-171, Harrow Rd., W.2. Paddington 0022 (12 lines). [0096/R

STANTON & SWEET (Battersea 5504-5).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods remetalled, line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.18. [0068/R

PRECISION super finished rebores with best pistons complete; Austin 7 72/-, popular 8/10hp £5, 4-hr. service, exchange crankshafts stocked; surface, crankshaft grinding, remetalling, drums machined from 3/6. —Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0929/R

CYLINDER GRINDING, ETC.

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remetalled, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W. Croydon. Thornton Heath 4126. [0310/R

J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remetalled, 24-hour service, valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R

DIESEL CONVERSIONS

DIESEL conversions English and American cars, fitted with Perkins diesel engines, full particulars on application.
CHURCH ROAD ENGINEERING Co., Ltd., Pioneer Conversion Specialists, Official Perkins Diesel Signholders, Hadleigh, Essex. Tel. 57271. [0532/R

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PRIDE & CLARKE, Ltd., for new and second-hand dynamos starters starter batteries, lamps.—Stockwell Rd., S.W.9. Bri. 6251. [0736/R

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; lists free.
POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). [0620/R

CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [0149/R

DYNAMOS, starters, distributors, magnetos, repairing and replacements; armatures rewound; exchange replacements available; complete rewiring all electrical repairs.—A. J. Browning, 73, Lancefield St., London, W.10. Lad. 3841. [0690/R

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.
IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp; Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines, exchange Ford 8hp, 10hp and 30hp gear boxes, exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks crankshaft and con rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8 [0006/R

CLOCK HOUSE GARAGE.
WE can now undertake to recondition the following engines:
SUNBEAM-TALBOT 80, £45; M.G. TA and TC, £50; Singer 9 Le Mans, £50; Riley 9, £55; Riley 1½-litre 4, £75. All other popular models at competitive prices. Sales, service, spares.
CLOCK HOUSE GARAGE, Cherry Tree Lane, Rainham, Essex. Tel. Rainham 57. [2889

SLASHED prices for Trianon reconditioned engine exchanges; stocks, subject to prior bookings:—
AUSTIN 7hp £27, 8hp £22, 10hp £26, 12hp £29; Standard 8hp £28, 9hp £29, 10hp £30; 12hp £30; Hillman 10, £27; Humber 12hp, £32; Hillman 14hp, £35; Morris 8hp £24, 10hp £28, 12hp £30, Series M £28; Ford 8hp £22, 10hp £24, 22hp £35, 30/32hp £35; Vauxhall 10/4 £25, 12/4 £26, 12/6 £35, 14/6 Dx & J £35, Velox 18hp £50; coming forward Wolseley 12 & 18, Rover 10/12.
IF your car engine is not listed, we can offer to recondition it at equally low cost; in Home Counties, extraction of old engine, refitting and testing of our recon. exchange willingly undertaken; prompt and efficient service by competent engineers.
TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605-6. [3231

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested; guaranteed six months.
ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R

AUSTIN 7 reconditioned engines, 3-bearing £34, 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.
B. & H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [M1020/R

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units, series II and III.—Kingston 3348. [0467/R

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.
R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors, Wolseley cars, exchange engines stocked for all models; any make of engine reconditioned. [0278/R

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer Q4.—Tel. Bal. 4925. 11, Balham Grove, S.W.12. [0764/R

ROLLS-ROYCE and Bentley engines.—Jack Barclay, Ltd., the largest official retailers and repairers, will be pleased to overhaul your engine, in some cases supply replacements.—Lombard Rd., Merton, S.W.19. Liberty 7222/7. [M1082/R

PARTS AND ACCESSORIES, REPAIRERS, ETC.

ENGINES AND ACCESSORIES

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engine for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134-5-8. [0657/R

EXCHANGE engine service to the trade; Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 1752. [0274/R

RECONDITIONED exchange engines for Austin, Hillman, Morris, Singer, Standard, Vauxhall, Wolseley; any make of engine reconditioned, quick delivery; keen prices, high-class work.—Edwards Engineering Co., Ltd., Great West Rd., Brentford. Tel. Chiswick 7751-2-3-4. [0196/R

FORD V.8/22hp exchange engines, cylinders sleeved standard, crankshafts ground standard undersize, con/rods resized, etc., 6 months' guarantee, £48; as above but rebored £40; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Gipsy Hill 3137. [0503/R

GUARANTEED reconditioned replacement engines. Ford 8-10, £18/10; Morris 8, Standard 8, Austin 8, £22/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, £27/10; Ford 22, 30, 32, £40; Vauxhall Velox £42/10, A40 £50.—J. G. Ruther & Co., Ltd., Eastern Ave., Romford. Tel. 2552/2332. [0056/R

GARAGE EQUIPMENT

MINIATURE compressor as supplied to car and cycle manufacturers, now generally available for home or workshop use.—Leaflets from Alverton Engineering Co., Ltd., Copthall House, Copthall Ave., E.C.2. [0963

LANDIS crankshaft grinding machine, size 16in × 48in, 26in wheels, partly converted to larger capacity, at present partly dismantled, room urgently wanted, cheap for quick sale, detailed particulars from —Elmsleigh Engineering Works, Scarborough Drive, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 76973. [5361

AIR compressors.—Hymatic single-cylinder two-stage 2½ cu ft 800lb, £5/17/6, delivery 3/6; Reavell or Broom & Wade 100lb 32 cu ft, or 400lb 12 cu ft, both £27/10, delivery 20/-; complete mobile compressor plants from £69/10 to £85, at works; air storage tanks from £1/2/6, and other air accessories.

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington [0369/R

GEAR AND STEERING BOXES

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0658/R

STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.9. [9097

PRESELECTOR, de Normanville Cotal gear boxes, repairs, spares, exchange units; all types of gears manufactured.—H. & A. Engineering, 35, Grant Rd., Croydon. Add. 2931. [0501/R

PRESELECTOR gear boxes as fitted to Daimler, Armstrong Siddeley, Riley cars, etc.; repairs and adjustments.—Arcot Engineering, Ltd., 169, Fulham Rd., S.W.3. Kensington 7501. [0121/R

19/6—Steering nuts for all types of cars including the following from 19/6: Ford, Hillman, Singer, Standard, Rover etc.; steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0744/R

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied, trade discounts.—Ken Spares & Motor Engineers, 5-7, Pembridge Mews, London, W.11. Bayswater 0577, 8514. [4733

GENERATING PLANT

TV without mains—picture equal to mains supply; as supplied to the B.B.C.; special Chorehorse AC/DC petrol-electric generators, self-starting, self-contained, compact, AC voltage 220/250, 50/60 cycles, 250/300 watts; will also run radios, vacuum cleaners, small tools, etc.; DC output will charge batteries for permanent lighting £47/10, delivery 10/-.

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington. [0761/R

HEATERS

CAR heater, comfort and safety assured by fitting a Delaney Gallay heater, suitable all makes.—Particulars from Delaney Gallay, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. Open Saturdays. [0699/R

HOODS, CELLULOSE, ETC.

THE LONDON TRIMMING Co.—See display advertisement page 16.

COUPE and tourer hood specialists and all interior trimming hood supplied; postal service; first-class only.

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TRIANON Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0155

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

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GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0290

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HEREFORDSHIRE beauty spot, small garage and filling station, space for expansion or erection of house, ill-health of owner compels sale, freehold, equipment and stock-in-trade; £2,000.—Full particulars from H. P. Barnsley & Son, Palace Chambers, King St., Hereford. Tel. 2280. [5403

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GARAGE/PETROL Sales required by advertiser waiting to complete sale of own business; can offer £4,000 immediate cash but would take mortgage; Southern Counties, Surrey or Sussex for preference.—Box 2018. [3322

GARAGES and Filling Stations in London, Home & Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please, to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

CAPABLE and well-educated salesman required by used car depot, Ealing area.—Box 1933. [M2057

GARAGE mechanic and gear box fitter, good wages, fully skilled only.—10, Winchester Mews, N.W.3. Pri. 6159. [3264

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ABLE representative to carry shock absorbers (new and reconditioned).—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. [3265

DRAUGHTSMAN—Senior, with automobile experience, for work on new project.—Harry Ferguson Research, Ltd., Fletchamstead Highway, Coventry. [5068

CAR salesman with proved record required by distributor in West London.—Apply by letter, giving fullest details of past experience, Box 1975. [3269

A SENIOR and junior salesman required by Vauxhall-Bedford main dealer.—Write in confidence, giving details of sales experience, age and salary, Box 1820. [2895

SERVICE manager required by Rootes group distributors, south coast; write giving particulars of education, experience, age and salary required to—Box 2027. [5346

SENIOR design staff required by West London firm engaged on high-class medium engineering; salaries £750 p.a. upwards according to experience and qualifications.—Box 1789. [2819

FIRST-CLASS service receptionist required for West End garage, in Marble Arch area, pension fund, canteen, etc.—Please submit salary required, past experience, to Box 2017. [5321

MANAGER required, garage near Reading, preferably over 30, good references and knowledge of automobile engineering essential; house provided; write, giving full details of age and experience.—Box 2051. [3505

EXPERIENCED man required for stores of main Rootes Group dealers in South London area, able to work on own initiative; write stating age, experience and salary required.—Box 2016. [5320

COMMERCIAL vehicle salesman required by Commer and Karrier main dealer, South West London; excellent opportunities to qualified man.—Apply, giving fullest details of age, experience, salary, etc., Box 1994. [3272

TRADE representative with full knowledge of private and commercial vehicles, spares, etc., for Rootes Group main dealers in South West London.—Apply, giving fullest details of age, experience, salary, etc., Box 1995. [3275

WORKS foreman required by old-established garage in North Essex country town; capable of taking full control of workshops.—Apply first in writing, sending details of experience, Box 170, care Glover, Newsagent, Saffron Walden. [3295

SENIOR mechanical draughtsmen required by reputable firm in West London, detailing and layouts, medium engineering; salary £600 p.a. upwards according to experience, permanent employment, pension scheme, 5-day week and canteen.—Box 1788. [2818

CAR salesman, experienced in high-class trade, required for distinctive showrooms (London West End) with progressive policy; good education, personality and proven record essential; salary and commission, excellent prospects; please state full details.—Box 1995. [3271

WORKSHOP foreman required for a distributor of English and American cars in N.W. London; must be fully experienced and capable of taking charge; progressive position for suitable applicant.—Apply, giving details of experience and salary required, Box 1976. [3230

ANCHOR MOTORS, Chester, Rootes Group distributors, require manager for depot shortly opening in Wrexham; applicants must primarily have proved selling ability; replies, which will be treated in strict confidence, should give full details of past career, age and present salary. [3251

MANAGER capable full control of accident repairs and spraying cars and commercials or body building, experience or connection around London essential, experienced c.v. representative with technical knowledge might suit; permanent with good prospects.—Send details Box 2011. [C1041

S.E. London, sales manager (new/used car/cv) of high ability and connected that area, and/or top-grade service manager, like qualifications, required take charge new depot for firm prominent elsewhere; accommodation possible; all applications considered.—Write fully.—Box 2012. [C1041

DESIGNER required with experience of the automobile industry, permanent employment, 5-day week, pension scheme and canteen; commencing salary £750 p.a. upwards according to experience.—Applications to Staff Records Office, A.E.C., Ltd., Windmill Lane, Southall, Middlesex. [2820

SALES manager required by old-established Midlands Austin distributor; car and commercial; position carries very high remuneration in salary and commission; present sales staff require strong leadership; position only open to experienced person now in similar post; exceptional opportunities for right man; accommodation available.—Write full details, including present salary, etc., in strict confidence, to Box 1974. [3228

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HISPANO-SUIZA'S associate company in England, British Manufacture and Research Co., Ltd., of Grantham, urgently requires design staff for development work connected with light gunnery and fire control equipment; general design ability is valued higher than specific design experience in gunnery equipment; the conditions are attractive.—Applications to be addressed: British Manufacture and Research Co., Ltd., Grantham, Lincs. Ref. AWK/53. [3255

CAR salesman required by leading distributor holding the entire Nuffield Franchise; applicants must be fully experienced, under 50 years, conversant with current car values, capable of finding new business and of conducting enquiries and finalising successfully; permanent position with exceptional opportunities for advancement; write giving full details and stating remuneration required.—The Managing Director, Wessex Motors, Ltd., New Street, Salisbury. [5294

THE directors of an expanding company in the automobile engineering industry are seeking an executive to whom they can delegate responsibility for sales promotion; the post is intended to be a progressive one, and applicants should not be over 45 (preferably rather younger), and should have at least a general knowledge of the motoring industry and some selling experience; the commencing salary will be rather more or less than £1,500, according to age and experience; the company's works are in the Midlands, but a preliminary interview in London can be arranged; an intelligent and energetic person will find ample opportunity to prove his ability.—Applications, which will be treated as confidential, should be addressed to the Company's professional advisers at 124, Chancery Lane, London, W.C.2 and marked "Notist." [5281

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GENTLEMAN, 28 years motor trade, seeks post, capable, energetic, highest refs., age 46.—Box 1845. [2918

YOUNG man, 22, Public School, eng. app. motor trade 2½ years, seeks post salesman, representative, or similar.—Box 1991. [5269

GARAGE manager, practical engineer, all branches car sales, h.p., seeks situation, South London, life experience.—Box 1893. [3105

WORKS manager, 42, M.I.M.I., life experience repairs, control sales, etc., seeks progressive position in London area or South Coast.—Box 2052. [5306

PRINCIPALS and directors seeking experienced general, service, sales or works manager for 1954 please note; executive, aged 35, available Jan. 1st; drive, initiative, comprehensive practical and administrative qualifications, motor repairs and sales promotion; preference South England.—Box 2013. [5317

APPOINTMENT required as sales manager with distributors for leading manufacturer; aged 45, public school education, many years pre- and post-war retail and wholesale experience, well-known London car and commercial vehicle distributors, followed by 4½ years as sales manager with distributors in important provincial city; excellent administrative ability.—Box 2066. [3521

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21000 motor instruction manuals, sale-exchange; inquiries, stamped envelope; manuals bought.—Final, 15, Nashleigh Hill, Chesham, Bucks. [9546

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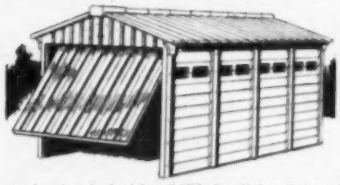

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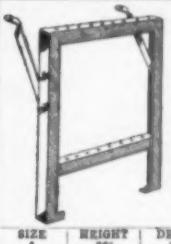

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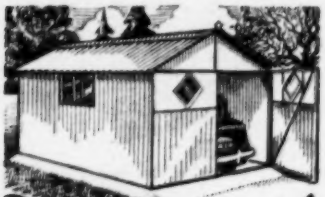

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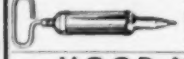

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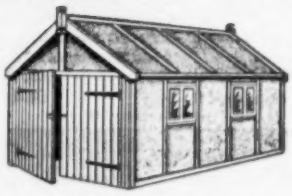

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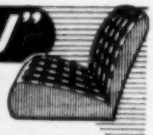

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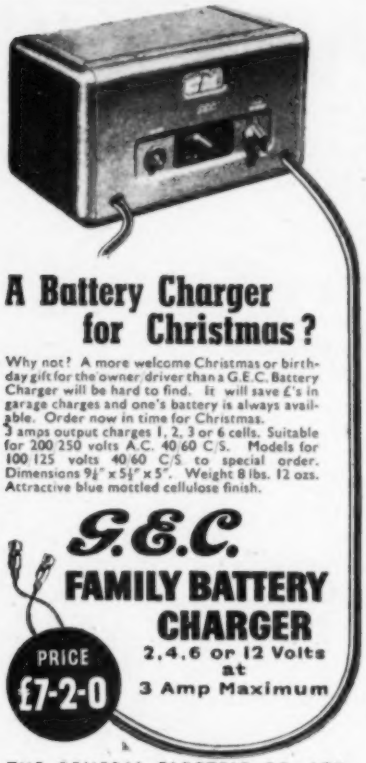

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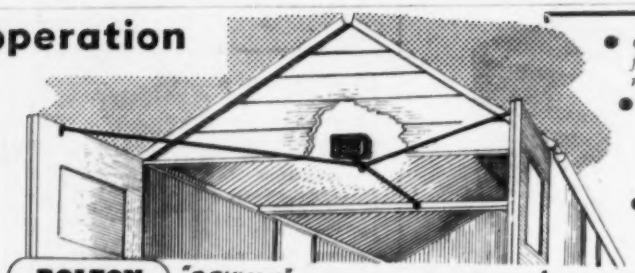

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Overdrive fitted to rear of Gearbox

Large decrease in engine R.P.M. when Overdrive comes into use

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Finger tip movement as illustrated, or fully automatic as described.

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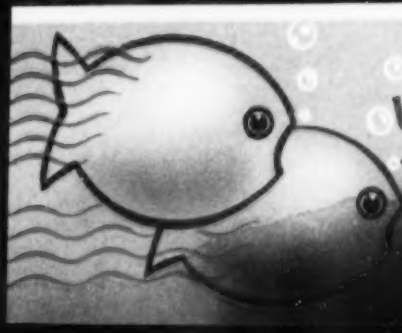

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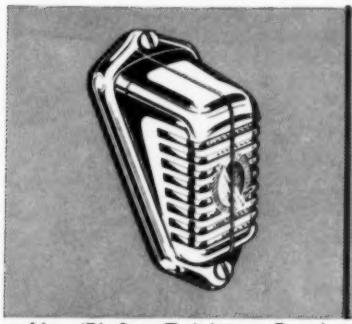

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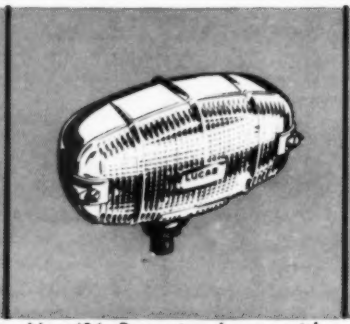

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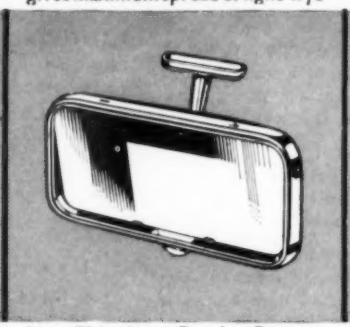

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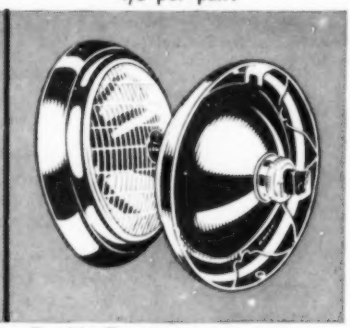

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